Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

Top Secret

#21

[redacted]

S 33084

DIRECTORATE OF
INTELLIGENCE

Imagery Analysis Report

Developments Relating to the Chinese Railroad System

25X1

[redacted]

JAN 19 9 43 AM '68
DECLASSIFIED
Class. COPY

25X1

[redacted]

Declass Review by
NIMA/DOD

25X1

[redacted]

Top Secret

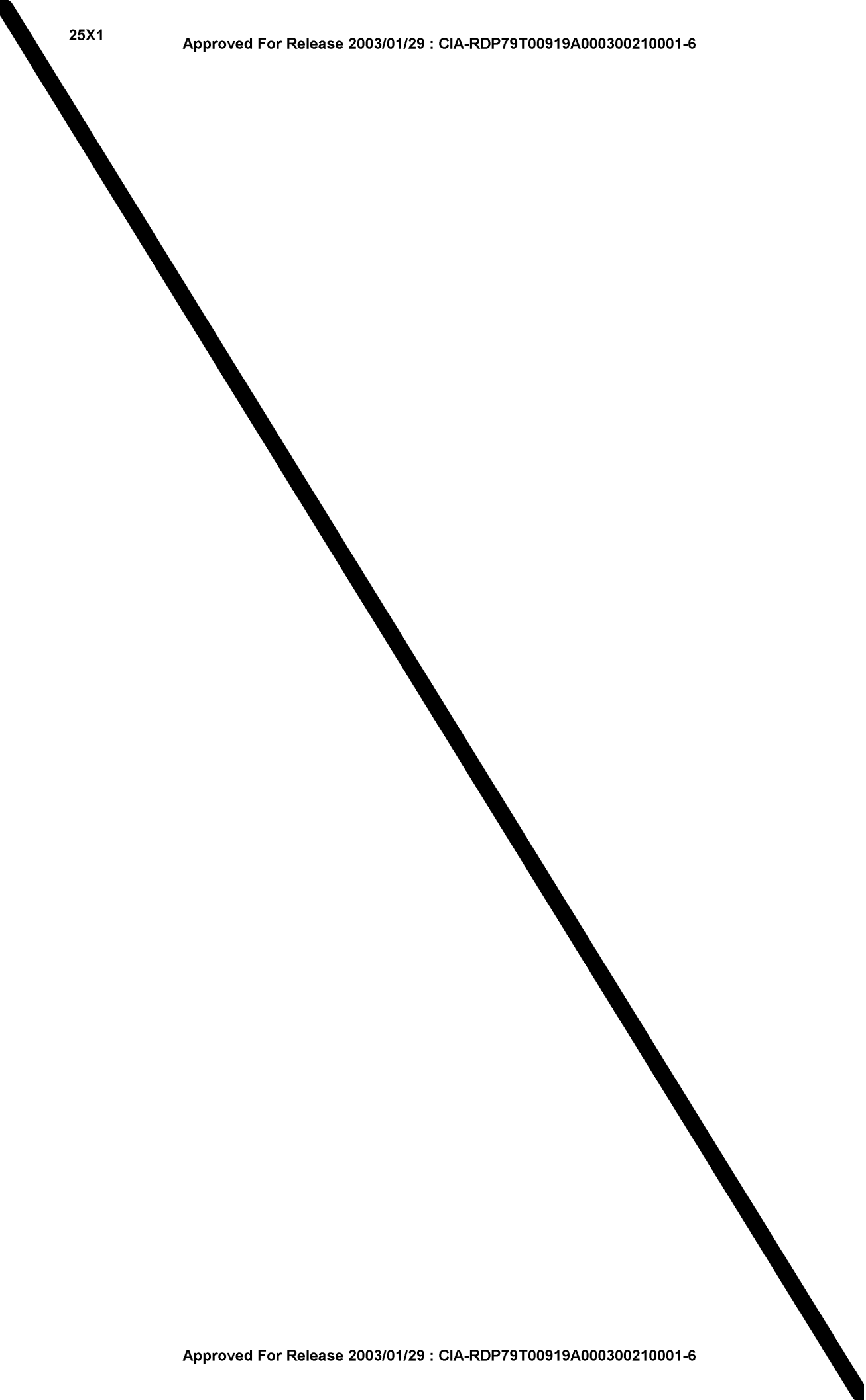
25X1

[redacted]

DATE DECEMBER 1967
COPY 9
PAGES 60

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

25X1
Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6



Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

25X1 Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6 25X1

December 1967

IMAGERY ANALYSIS SERVICE

DEVELOPMENTS RELATING TO THE CHINESE RAILROAD SYSTEM

25X1

SUMMARY

Rail associated activity observed on photography during the 25X1 reporting period indicates widely dispersed continued rail and economic developments despite reported disruptions caused by natural disasters and the cultural revolution.

25X1

New rail spurs have been built in Kirin, Hunan, and Yunnan Provinces, and existing ones have been extended in Hopeh, Hunan, and Kiangsi Provinces. In addition, construction on the Peiping subway is continuing.

An examination of the USSR border crossings at Erh-lien and Man-chou-li and the North Vietnam border crossing at Ping-hsiang has revealed varying levels of activity. The levels of activity at the Sino-Soviet crossings remain relatively low in relationship to their total capacities. Significant but declining levels of rail-to-rail transloading activity continue at the Sino-North Vietnam border crossing.

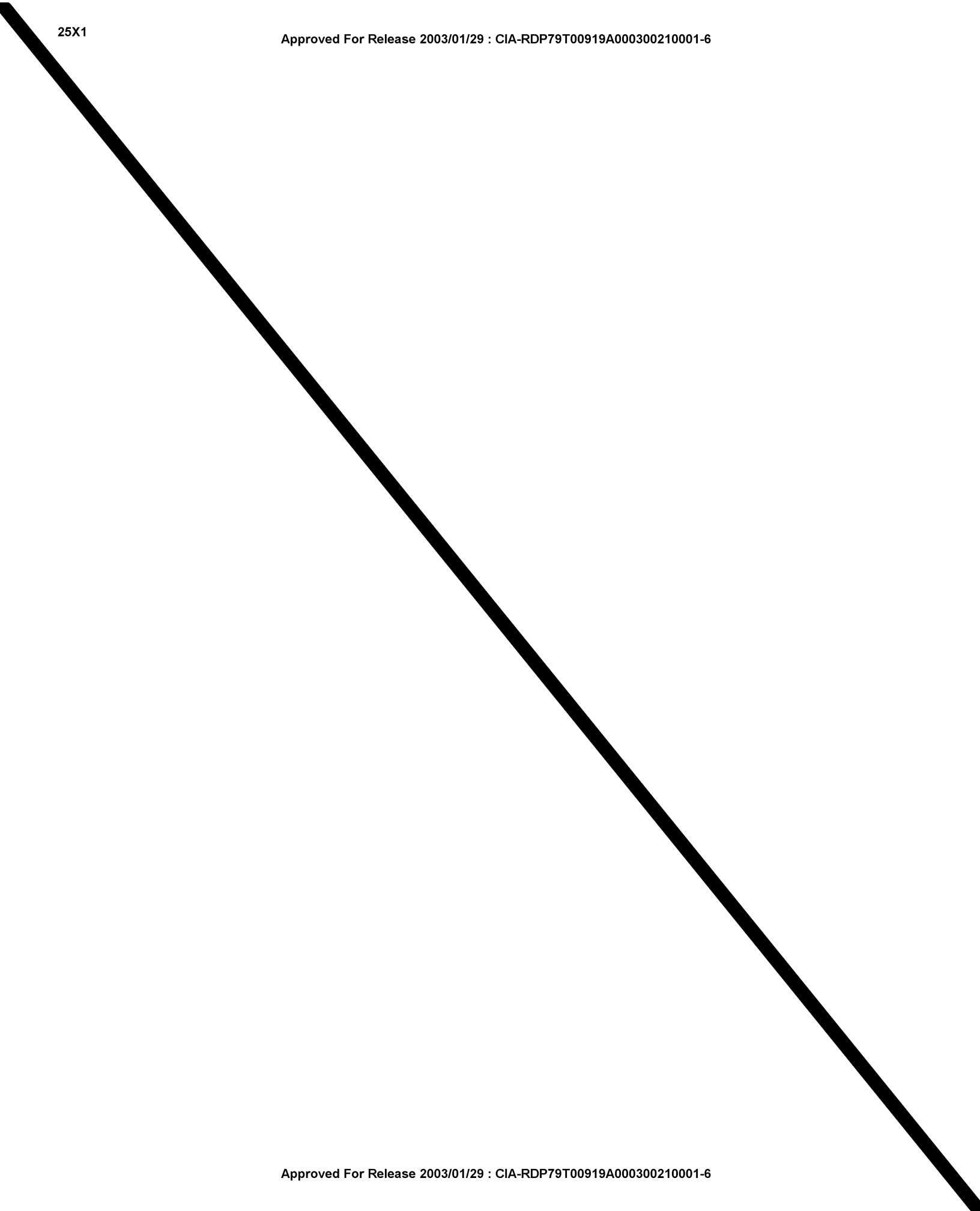
No significant changes were observed in the overall traffic levels at selected railyards along the Cheng-chou to Ping-hsiang Rail Line early in the reporting period. Lower levels were noted on the Wu-han to Heng-yang segment of that line late in the period; however, the significance of these lower levels is not clear since photo coverage was lacking over the remainder of the line during that time.

Major rail-served construction activity is noted in Szechwan Province and Ningsia Hui Autonomous Region, reflecting new economic developments. Rail construction activity is also noted in the transportation centers of Wu-han, Chu-chou, Heng-yang, Kuei-yang, and possibly Shang-hai.

25X1 Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6 25X1

25X1

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6



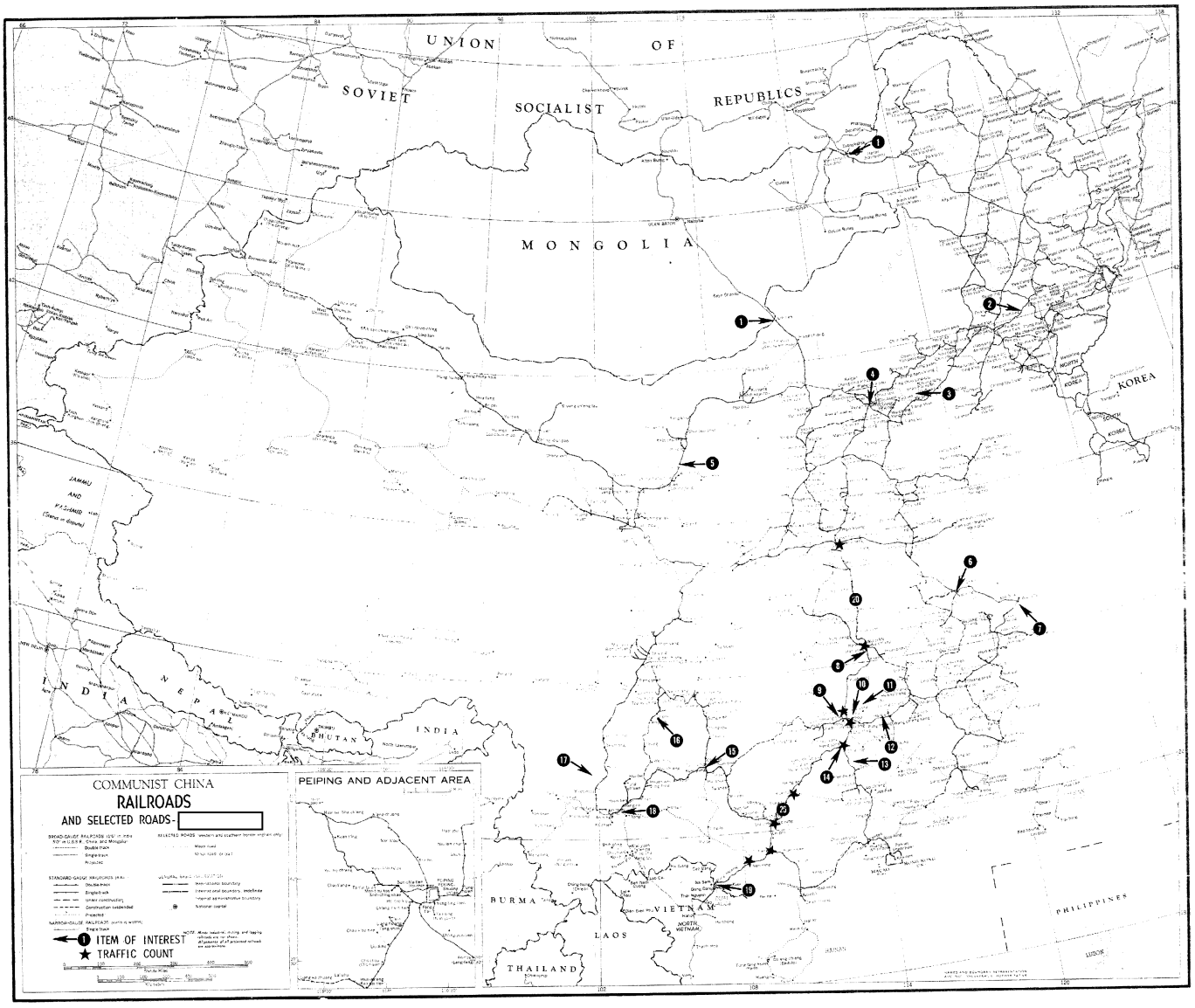
Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

25X1

TOP SECRET

25X1



IMAGERY ANALYSIS SERVICE

TOP SECRET

25X1

25X1

25X1

25X1

FIGURE 2. ITEM OF INTEREST LOCATOR MAP

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

25X1 Approved For Release 2003/05/29 : CIA-RDP79T00919A000300210001-6 TOP SECRET 25X1

ITEMS OF INTEREST

The following items of imagery-derived intelligence presented in this report are numbered and annotated on the accompanying China railroad map (Figure 2). These are discussed in the text as indicated below.

		Page
1.	Rail activity, Erh-lien and Man-chou-li	5
2.	New rail spur and associated unidentified activity, Kirin Province	7
3.	Industrial rail spur extension, Hopeh Province	9
4.	Subway under construction, Peiping	11
5.	Rail and industrial construction, Yin-chuan	13
6.	Nan-ching rail and highway bridge, Yangtze River	17
7.	Unidentified transportation-related construction activity, Shang-hai	19
8.	Rail yards and facilities under construction, Wu-han	21
9.	New rail spur and unidentified complex under construction, Hunan Province	23
10.	Rail construction, Chu-chou	25
11.	Rail spur extension, Hunan Province	27
12.	Rail spur extension and unidentified construction activity, Kiangsi Province	29
13.	Mining spurs reactivated, Hunan Province	31
14.	New rail facility, Heng-yang	33
15.	Recent rail construction, Kuei-yang	35
16.	New rail bridge under construction, I-pin	39
17.	Rail and industrial construction, Szechwan Province	41
18.	Rail spur under construction, Kun-ming	45
19.	Rail activity, Ping-hsiang	47
20.	Traffic count - Cheng-chou to Ping-hsiang rail line segments	49

25X1 Approved For Release 2003/05/29 : CIA-RDP79T00919A000300210001-6 TOP SECRET 25X1

25X1

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

TOP SECRET

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO. : 1

SUBJECT : Railroad Transloading Activity

LOCATION : China/USSR Transloading Facilities

Three railroad transloading facilities are currently being monitored for levels and types of activity (Figure 3). Two of these facilities, located at Man-chou-li (Lu-pin), China (49-35N 117-26E) and Otpor (Zabaykal'sk), USSR (49-38N 117-19E) are on the same rail line. The third facility, located at Er-lien (Fang-pei), China (43-40N 112-00E), is situated farther to the south on a separate rail line.

Man-chou-li experienced a marked increase of traffic during the beginning of the reporting period and has subsequently remained at a relatively high level. Concurrently, increases of both standard (i.e., Chinese) and broad (i.e., Russian) gauge rolling stock indicate that a good portion of this activity is directly involved in transloading operations. This view is confirmed by the distribution of the rolling stock within the rail complex. Despite the increase in traffic, however, less than 20% of the total capacity of the facility is being utilized.

Otpor, which is connected to the Man-chou-li rail complex (5.8 nm to the southwest) by separate standard and broad gauge rail lines, has extensive transloading facilities. In terms of total capacity, Otpor is approximately three-fourths the size of Man-chou-li. Less than 10% of Otpor's total capacity has been utilized during the reporting period despite a modest increase in traffic during this time. Like Man-chou-li, the presence and distribution of both Chinese and Russian rolling stock within the complex indicate that active transloading has been taking place. Moderate levels of Russian rail-to-road (or vice versa) transshipment activity of probable local importance only have been noted throughout the reporting period.

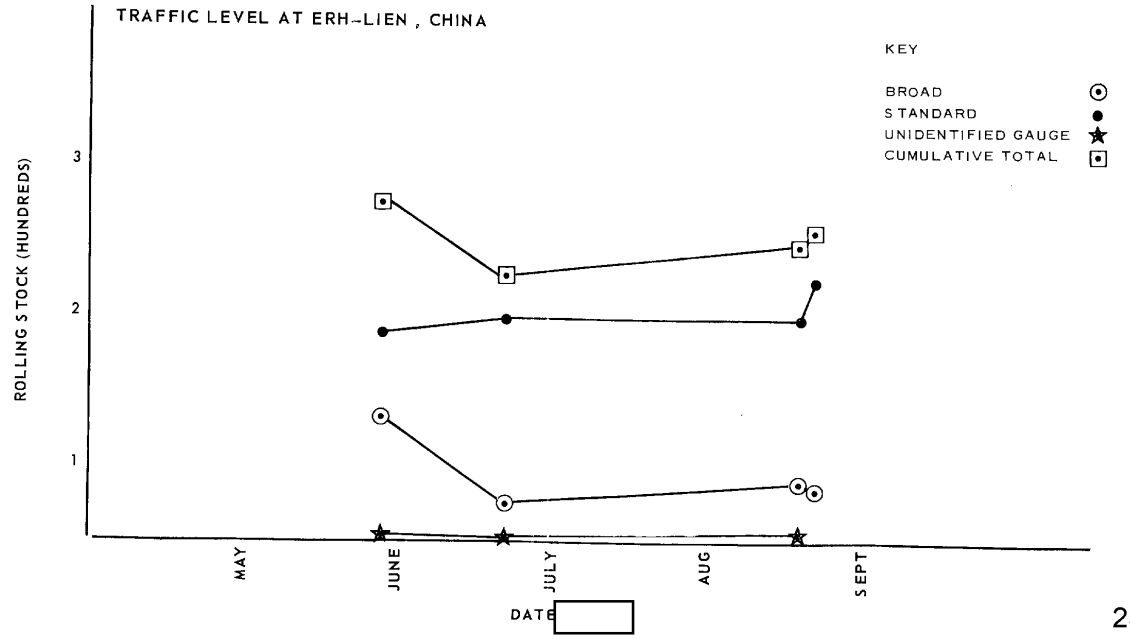
Er-lien has experienced a steady but relatively low level of activity throughout the reporting period; however, active transloading has been evident.

Due to photo scale and resolution limitations, the use of freight sheds, and the common practice of covering cargo in transit, it is not possible to identify the overwhelming majority of materials passing across the Sino-Soviet border. However, the apparent lack of activity within the bulk transloading yards at both Er-lien and Man-chou-li during the reporting period indicates that large shipments of lumber or similar materials have probably not occured in substantial quantity. In addition, a large number of Chinese tank cars on storage sidings at Man-chou-li and a corresponding lack of Russian tank cars may indicate that little liquid bulk transloading has occured during this period at this rail complex.

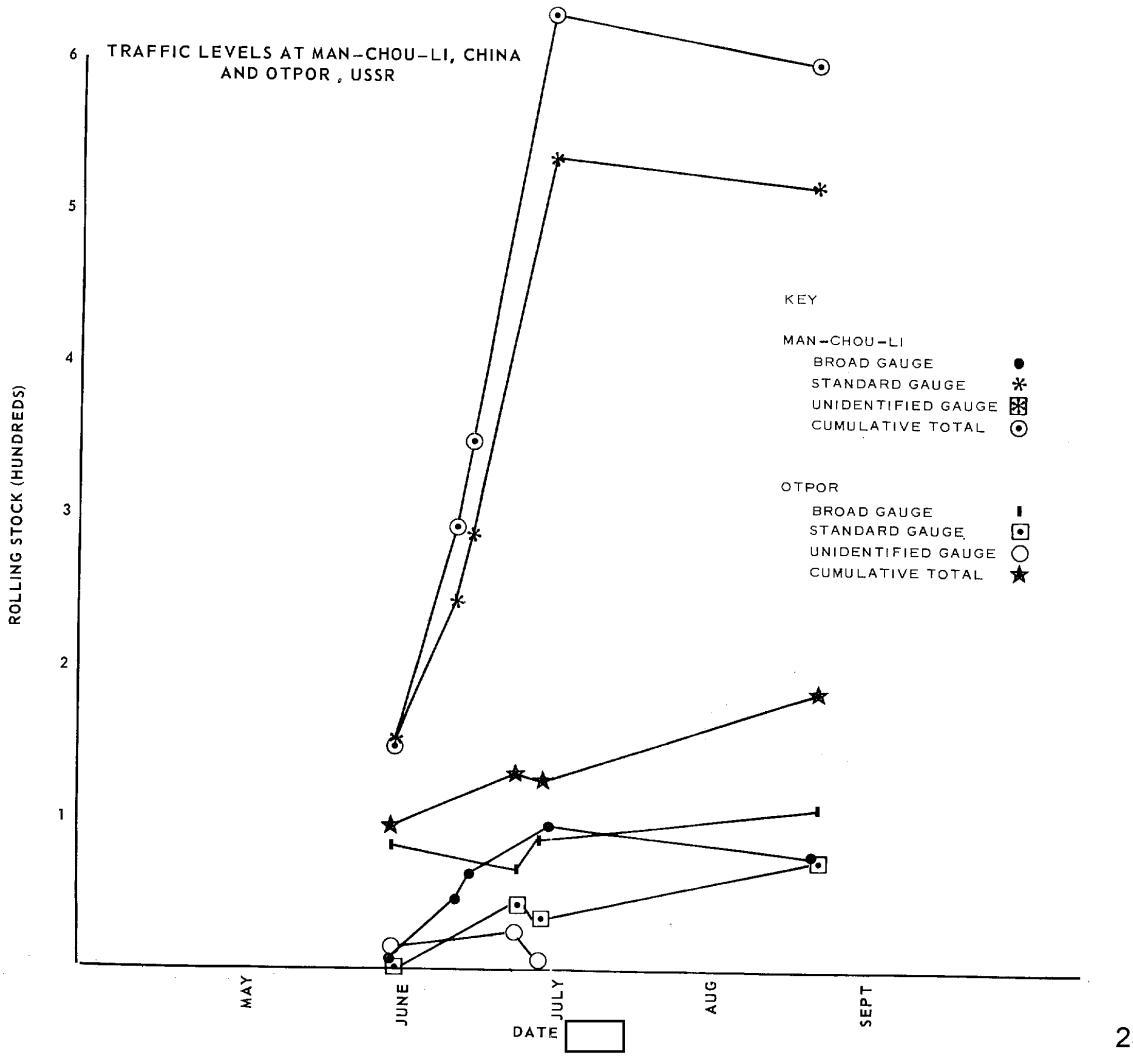
25X1

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

TOP SECRET



25X1



25X1

FIGURE 3. RAIL TRAFFIC LEVELS

25X1

25X1 Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6 25X1

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO. : 2

SUBJECT : New Rail Spur and Associated Unidentified Activity

LOCATION : Near Pei-shan-ch'eng-chen, Kirin Province, 42-24N 125-36E

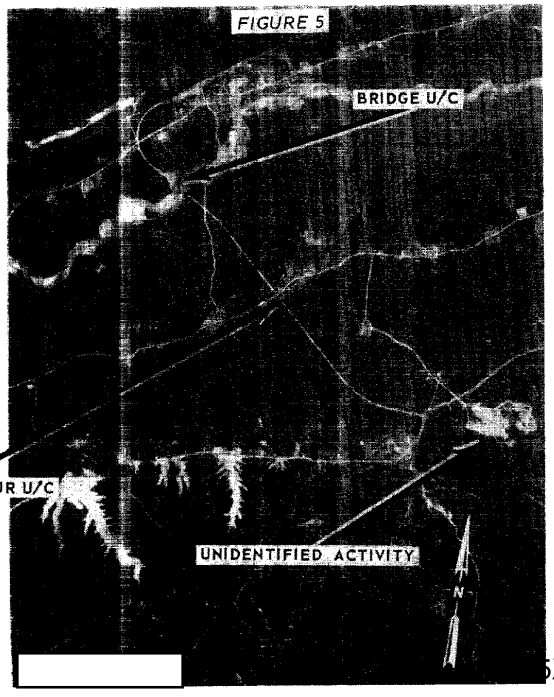
PHOTO REFERENCE [redacted] 25X1

MAP REFERENCE : AMS - Sheet NK 51-6, Series 1942, Scale 1:250,000
2nd Edition, June 1964. (Unclassified)

An area of unidentified activity, including several small probable storage sheds, an area of workers' housing and extensive ground scarring, is located at 42-24N 125-36E, 5.5 nm northeast of Pei-shan-ch'eng-chen (42-21N 125-25E) in Kirin Province. This activity is situated at the end of a rail spur in the middle stage of construction which extends 3.5 nm east of the Mukden/La-Fa Rail Line (Figures 5 and 6).

Initial roadbed construction along the alignment of the rail spur was identified on [redacted] photography (Figure 4). At that time there was no sign of the previously described unidentified activity. 25X1

There are no important military or industrial facilities in the immediate vicinity of this area.



25X1 [redacted] [redacted] 25X1

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6 25X1

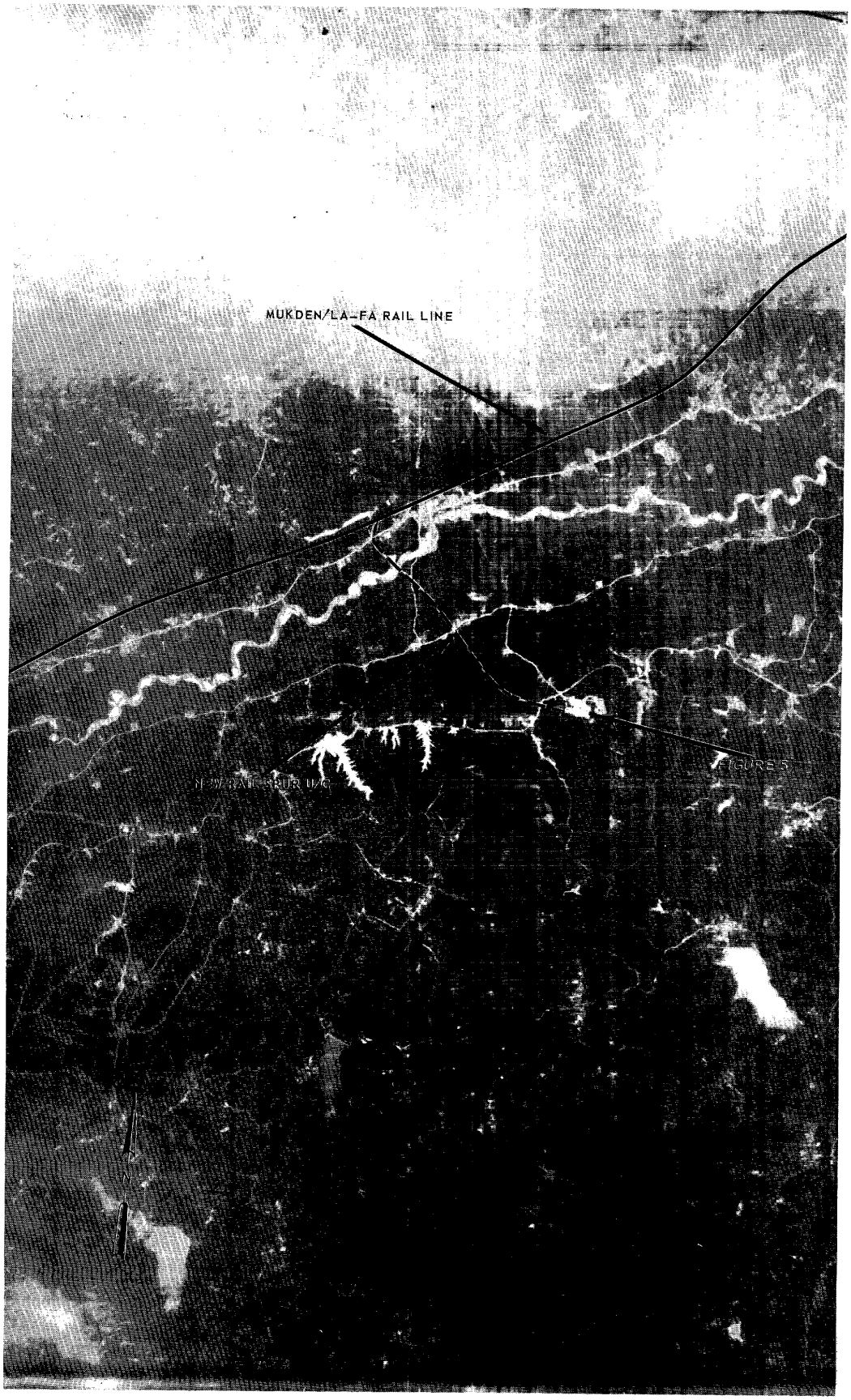


FIGURE 6. RAIL SPUR UNDER CONSTRUCTION, [redacted] 25X1

25X1

25X1

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO. : 3

SUBJECT : Industrial Rail Spur Extension

LOCATION : Luan Ho (River), Hopeh Province, 40-07N 118-34E

PHOTO REFERENCE

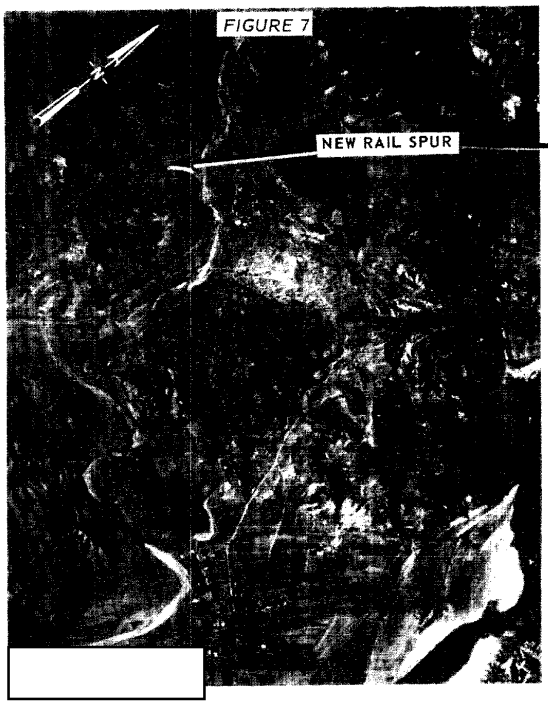
25X1

MAP REFERENCE : ACIC - US Air Target Chart, Series 200, Sheet 0289-23A, Scale 1:200,000, 1st Edition, June 1959, (Secret)

The industrial spur leading from the Peiping/Mukden Rail Line at Tan-chiu-chuang-tzu (39-44N 118-30E) to the ore concentration plant at Che-yuan-chai (39-59N 118-33E) is being extended farther north (Figure 9). The new rail construction extends 12.5 nm north to two areas of unidentified construction activity near the Luan Ho (River) at 40-07N 118-33E and 40-07N 118-35E (Figures 7 and 8).

The early stage of construction precludes the identification of this new activity; however, abandoned roadbed construction leading from the existing spur south of the Che-yuan-chai facility indicates that this extension had been proposed

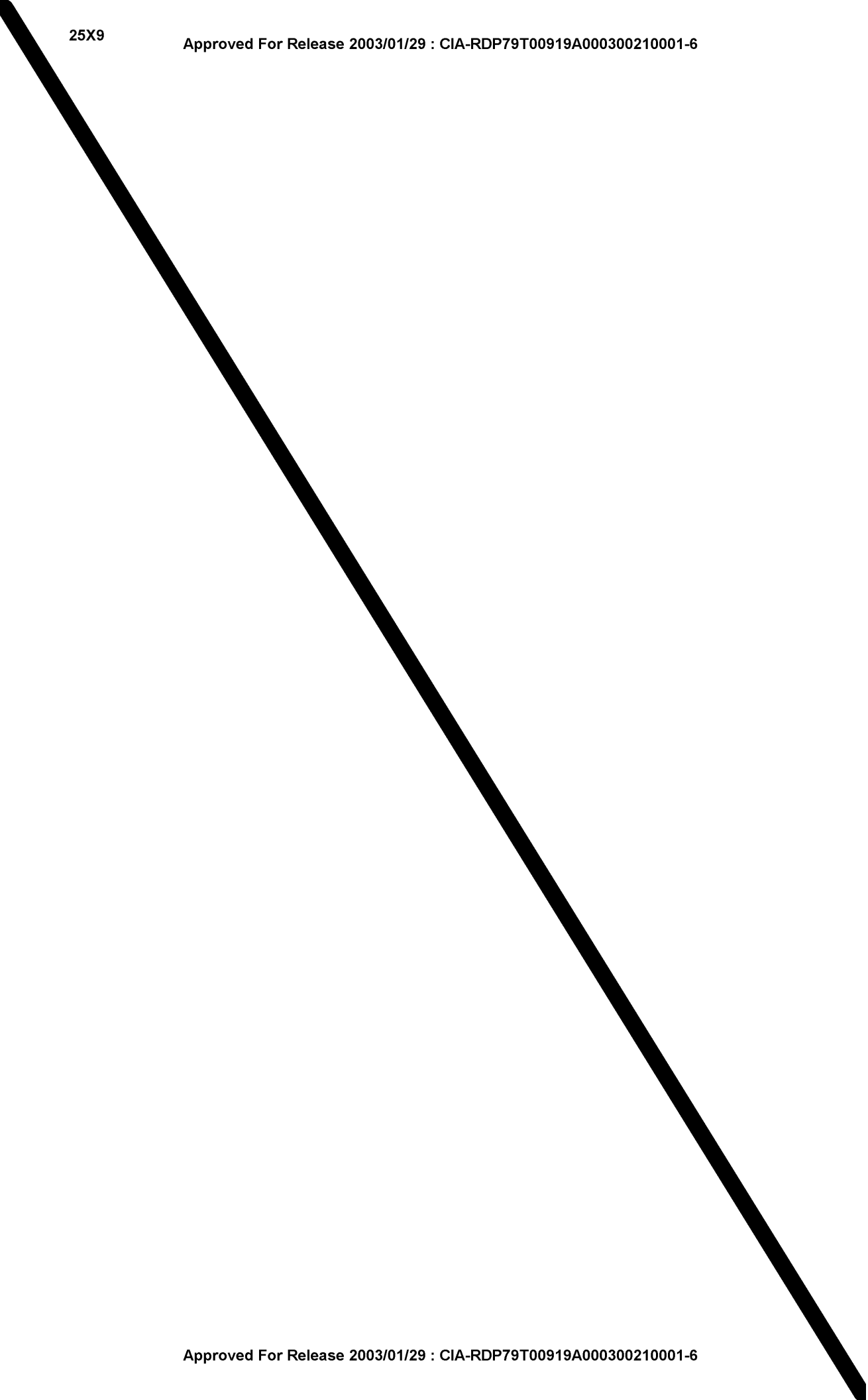
25X1



25X1
25X1

25X1

25X9
Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6



Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

25X1

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

25X1

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO. : 4

SUBJECT : Subway Under Construction

LOCATION : Peiping, Pei-ching Shih, 39- 5-05N 116-23-31E

PHOTO REFERENCE [redacted] 25X1

MAP REFERENCE : ACIC - USAF Pilotage Chart, Sheet G-10A, Scale 1:500,000, 1st Edition, April 1964, (Confidential)

Construction continues on the Peiping subway leading 12 nm west from the Central Railroad Station (39-54N 116-25E) parallel to the old city wall/moat and Fu-hsing Lu (Street) to the Hsian Shan mountain at 39-56N 116-10E (Figure 12). With the exception of two tunnels at the extreme western end of the subway, the bulk of the line has been excavated.

The subway has been under construction [redacted] and has progressed to where the linear excavations are now being refilled and resurfaced. The old city wall/moat along the eastern half has been razed, resulting in approximately 15,000 by 500 feet of reclaimed land. Subway station type structures remain exposed at approximately 4,000 foot intervals along the western half of the alignment (Figure 10). 25X1

The subway, which could serve as a bomb shelter as well as a transportation system, connects with existing surface rail systems immediately south of the Central Railroad Station and 1.3 nm northeast of Shih-ching-shan at 39-55N 116-11E (Figure 11).

25X1

[redacted]

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

25X1

25X1

FIGURE 12. SUBWAY UNDER CONSTRUCTION, 25X1

25X1 [redacted] Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6 [redacted] 25X1

ITEM OF INTEREST NO. : 5

SUBJECT : Rail and Industrial Construction

LOCATION : Yin-chuan, Ningsia Hui Autonomous Region, 38-27N 106-19E

PHOTO REFERENCE [redacted] 25X1

MAP REFERENCE : ACIC - Series ONC, Sheet G-9. Scale 1:1,000,000, 2nd Edition, September 1964, (Unclassified)

DOCUMENT : Translations from Ta Kung Pao. Peiping (22 June 1961), Communist China, No. 13, (Unclassified)

Yin-chuan, the capital of the Ningsia Hui Autonomous Region, continues to experience a period of large-scale construction activity that started in 25X1 [redacted] This new construction activity, involved primarily in the fields of transportation and industry, indicates the continued implementation of an area economic development program.

Yin-chuan (38-27N 106-19E) is located 12 nm west of the Yellow River (Huang Ho), approximately midway between Pao-tou (40-37N 109-54E) and Lan-chou (36-04N 103-45E) on the Chi-ning/Lan-chou Rail Line. Plans for this area's economic development were formulated following the completion of the rail line 25X1 [redacted] survey proposed a new 80 square kilometer industrial/residential complex to be constructed adjacent to and immediately west of the rail line. This new complex, referred to as Ning Hsia, is approximately seven nm northwest of Yin-chuan.

Early implementation of the proposed program concentrated on developments in agriculture with irrigation and water storage/purification projects. Developments in education included the founding of an agricultural, medical, and teachers' college as well as various research institutes.

25X1 Since [redacted] the major areas under construction have been associated with a new rail spur that leads off an existing spur serving the POL storage area south of the rail yard (Figure 13). This new spur, whose alignment leads west-northwest for an undetermined distance (due to the lack of photo coverage) toward the mineral-rich Holan Mountains, is completed for approximately four nm. Three side spurs leading off this new spur serve: an unidentified light mechanical processing industry under construction (Figures 16 and 17); an unidentified industry under construction (Figure 18 and 19) and an adjacent unidentified chemical processing industry under construction; and an unidentified industry under construction (Figures 20 and 21). A new rail spur has also been constructed from the main line to two near-by storage areas (Figures 14 and 15).

25X1

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6 [redacted]

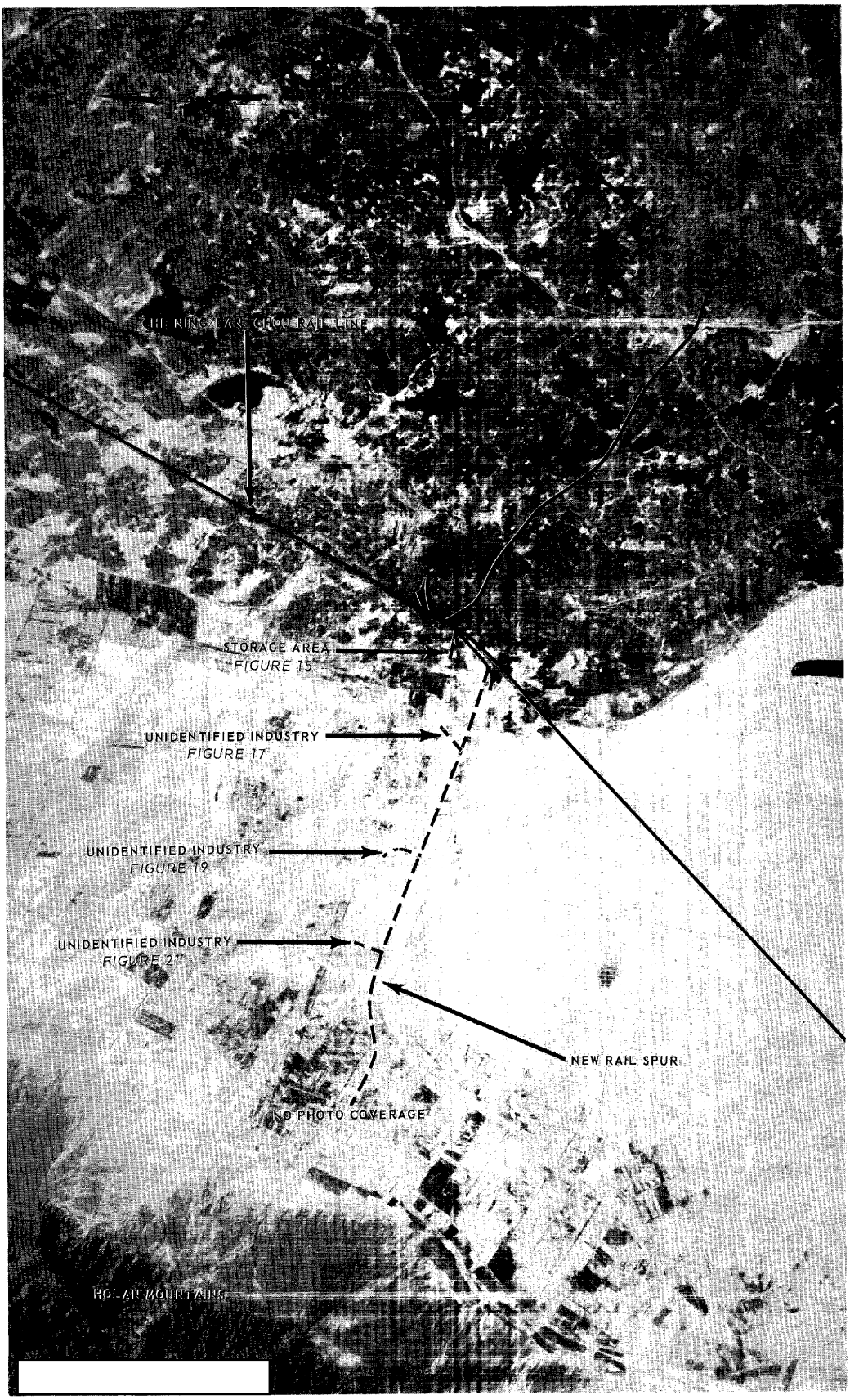
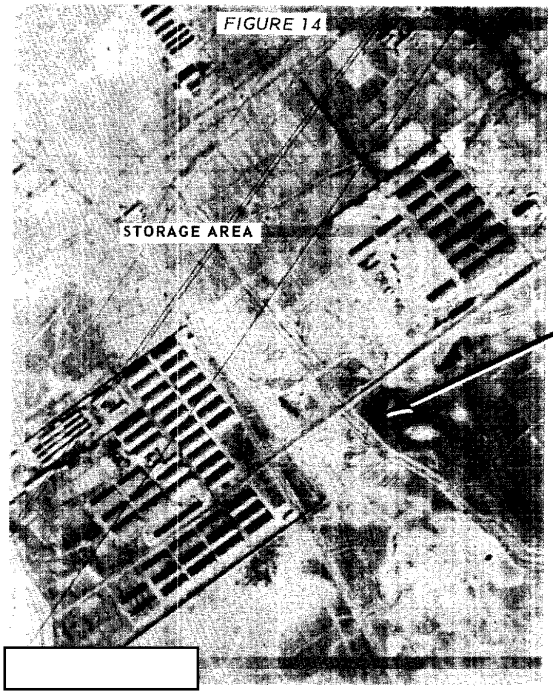


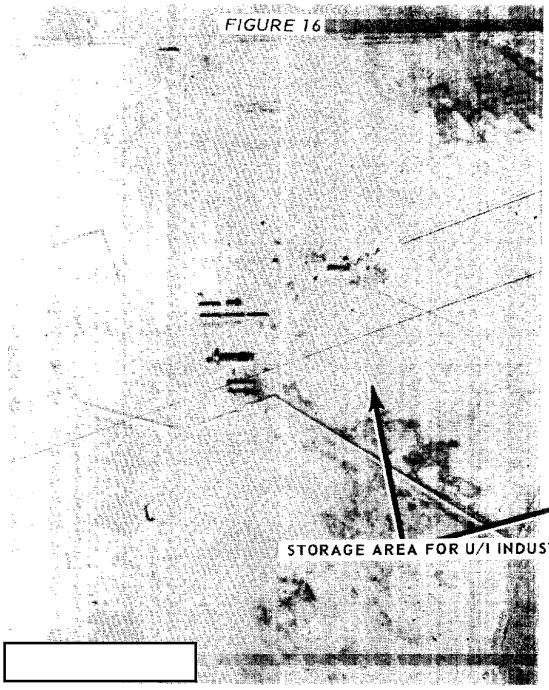
FIGURE 13. NEW RAIL SPURS,

FIGURE 14



25X1

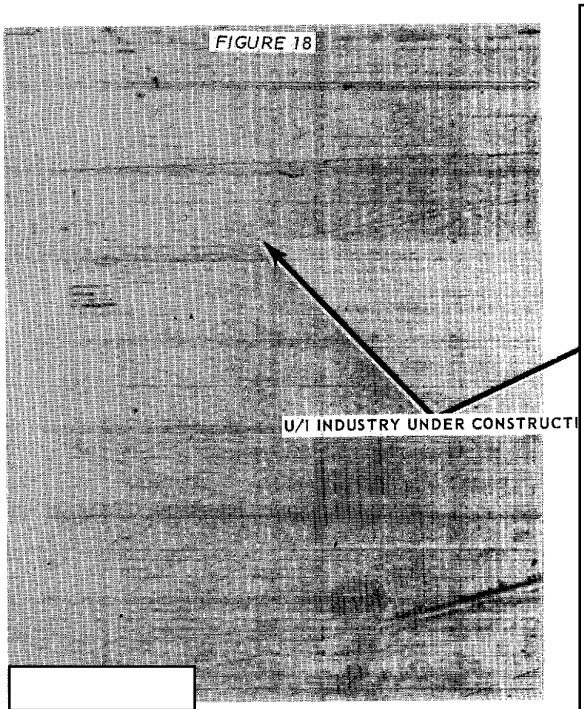
FIGURE 16



25X1

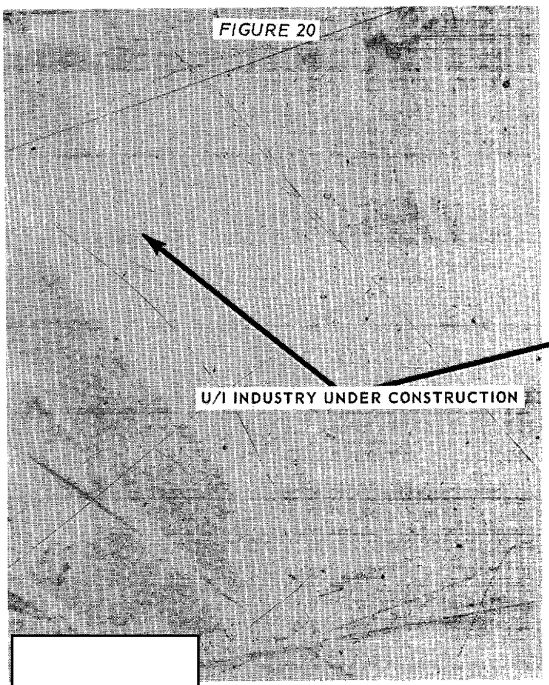
25X1

FIGURE 18



25X1

FIGURE 20



25X1

25X1 Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6 25X1

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 6

SUBJECT : Rail and Highway Bridge Under Construction

LOCATION : Nan-ching, Kiangsu Province, 3 -06-40N 118-44-10E

PHOTO REFERENCE : 25X1

MAP REFERENCE : ACIC - Series ONC, Sheet G-10, Scale 1:1,000,000, 8th Edition, December 1 64, (Unclassified)
CIA - Town Plan, No. 3850?.1, Nanking, Scale 1:25,000, November 1963. (Secret)

Comparative photography has disclosed an accelerated rate of construction on the combination rail and highway bridge connecting Pu-chen (32-09N 118-41E) and Nan-ching (32-03N 118-46E) over the Yangtze River (Chang Chiang).

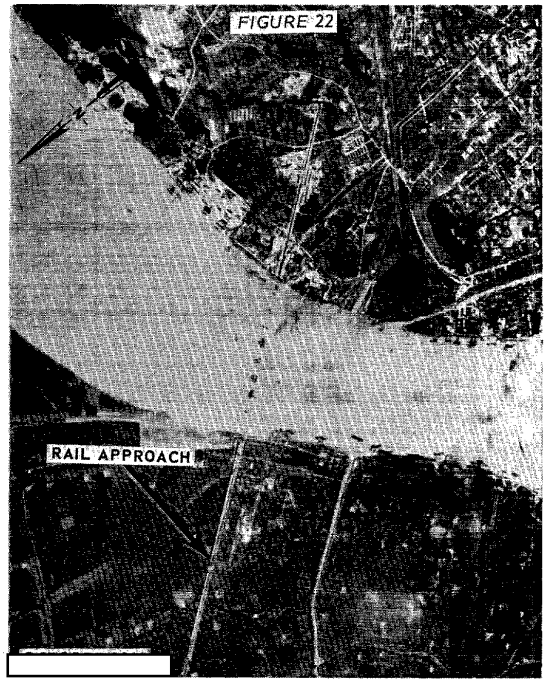
Construction of this approximately 20,000-foot (4,500 feet over water) bridge, which will be the longest in China, started [redacted] and was scheduled to be completed in 1969. Work was temporarily halted in [redacted] 25X1 25X1 25X1 [redacted] Construction continued at a slow rate from [redacted] (Figures 22 and 23) and increased [redacted] attempting to meet the reported new completion date of [redacted] (Figures 24 and 25).

[redacted] the 0.8 nm water gap had been spanned by large double-deck rail and highway spans, each approximately 450 feet long. On the Pu-chen side, 14 spans are in place on the 1.9 nm highway approach, and the 3.4 nm rail approach is completed to the Pu-chen/Tientsin Rail Line (32-08N 118-40E). On the Nan-ching side, 14 spans are in place on the 1.5 nm highway approach that will probably extend to the Chung-shan-pei-lu (Street), and the 1.7 nm rail approach is under construction to the Shanghai/Nan-ching Rail Line (32-05N 118-46E).

When completed, the bridge will eliminate the major bottleneck on this important rail link connecting the port city of Shanghai and the industrialized North China Plain.

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6 25X1

IMAGERY ANALYSIS SERVICE



25X1 25X1

NAN-CHING RAIL AND HIGHWAY BRIDGE

25X1

25X1

25X1

25X1

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

Next 1 Page(s) In Document Exempt

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

25X1 Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6 25X1

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO. : 8

SUBJECT : Rail Yards and Facilities Under Construction 25X1

LOCATION : Wu-han, Hupeh Province, 30-34-54N 114-18-58E

PHOTO REFERENCE

MAP REFERENCE : ACIC - USAF Pilotage Chart, Sheet H 12-A, Scale 1:500,000, 1st Edition, January 1966, (Unclassified)

Active construction continues on the new rail yards and rail facilities immediately south of Wu-han (30-34N 114-18E). This area of rail construction is approximately 8,000 feet long and parallels the Wu-han/Canton Rail Line (Figure 31). The major components now under construction are: a probable 15-track classification yard at 30-29N 115-17E (Figures 32 and 33), and a probable six-track holding yard with associated turning wye and probable rail associated facility at 30-28N 115-17E (Figures 34 and 35).

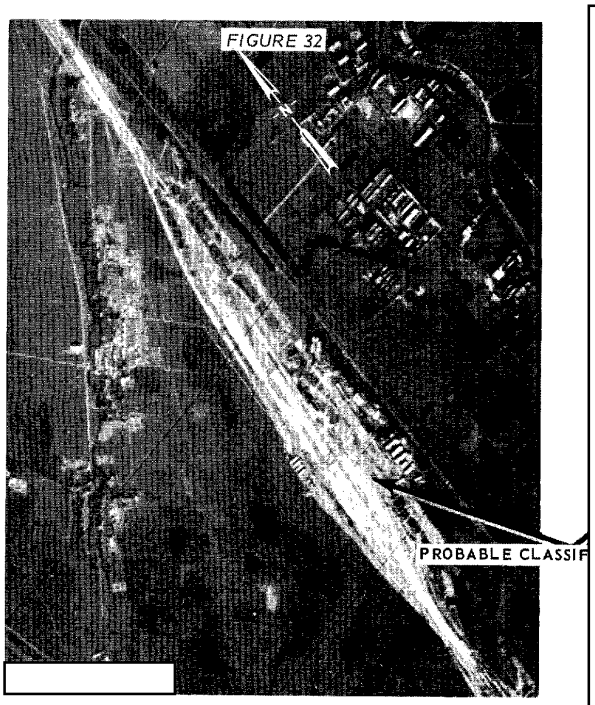
This construction, first observed in preliminary stages and subsequently 25X1
25X1 abandoned, commenced again and progressed rapidly between 25X1
25X1 Construction continued but at a slower rate 25X1
than during the first six months of the year. Approximately 90 per cent of the track 25X1
had been laid in the yards . When complete, the rail yards and facilities
will serve the important industrial complex of Wu-han as well as the main rail lines leading south to Canton and North Vietnam.

25X1

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

25X1

FIGURE 32



25X1

FIGURE 34

25X1

25X1 Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6 25X1

ITEM OF INTEREST NO.: 9

SUBJECT : New Rail Spur and Unidentified Complex

LOCATION : Near Hsiang-hsiang, Hunan Province, 27-56N 112-31E

PHOTO REFERENCE

MAP REFERENCE : AMS - Sheet NG 49-4, Series L500, Scale 1:250,000
1st Edition, February 1968, (Unclassified)

A new rail spur has been constructed from the Tien-hsin/Chin-chu-shan Rail Line at 27-47N 112-38E, two nm west of the Hsiang-hsiang Ammunitions and Explosives Plant 282 (27-50N 112-39E). This new spur, constructed between [redacted] extends 10 nm northwest to a new unidentified complex under construction at 27-56N 112-31E, 11.5 nm north of Hsiang-hsiang (27-44N 112-30E) (Figure 37).

The unidentified complex is secured and consists of three main unidentified buildings in the mid-stage of construction and five completed smaller support-type buildings (Figure 36). This complex is immediately at the end of the new rail spur which terminates in a five-track storage yard and an associated turning wye.

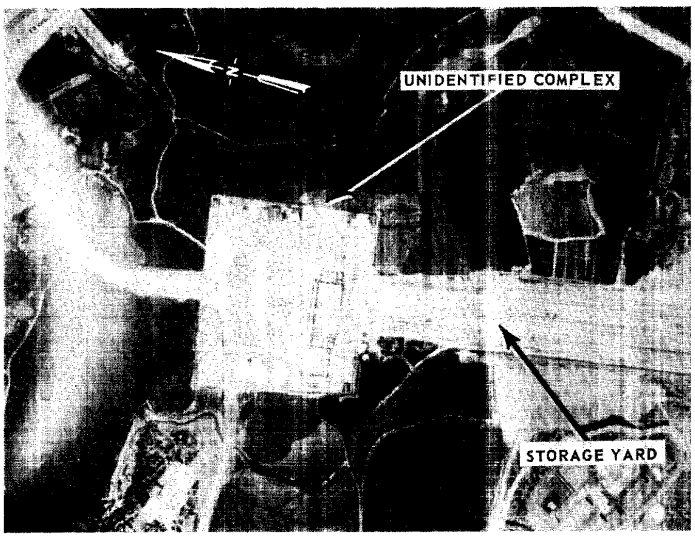


FIGURE 36. NEW RAIL SPUR TERMINUS, [redacted]

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6
TOP SECRET

FIGURE 37. NEW RAIL SPUR ALIGNMENT, 25X1

25X1

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

25X1

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 10

SUBJECT : Bridge Reconstruction and Track Realignment

LOCATION : Chu Chou, Hunan Province, 27-53N 113-06E

PHOTO REFERENCE [redacted] 25X1

MAP REFERENCE : AMS - Sheet NF 49-4, Series L500, Scale 1:250,000
1st Edition, February 1963, (Unclassified)

Bridge reconstruction and track realignment activity is occuring near the junction of the Hankow/Canton and the Tien-hsin/Chin-chu-shan Rail Lines on the northern edge of Chu-chou (Figure 39). A temporary by-pass bridge has been constructed immediately south of a bridge located on the Hankow/Canton Rail Line at 27-53N 113-06E, while the latter bridge is being reconstructed. At the same time, the eastern terminus of the Tien-hsin/Chin-chu-shan Rail Line is being modified by the addition of two short rail segments which will allow the east-west traffic of the Tien-hsin/Chin-chu-shan Rail Line to directly merge with the north-south traffic of the Hankow/Canton Rail Line.

Construction of the by-pass and the additional rail segments was first noted on [redacted] photography. [redacted] the by-pass was serviceable and in use, the main bridge was undergoing repairs (Figure 38), and roadbed construction of the two short rail segments was in the mid-to-late stages.

25X1 25X1

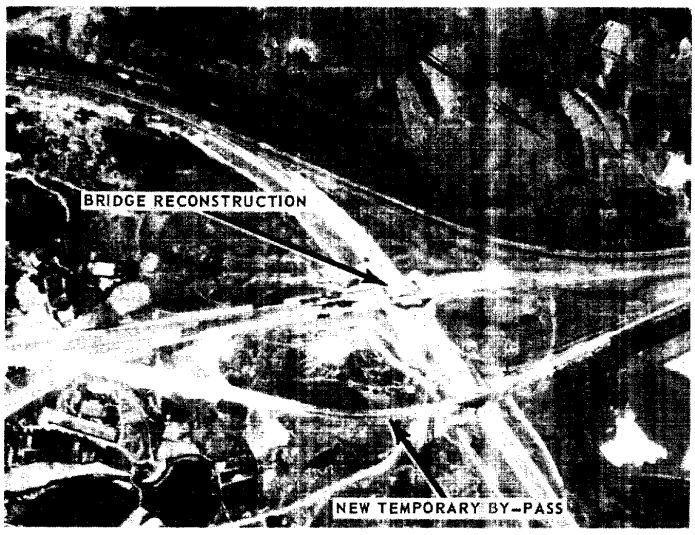


FIGURE 38. BRIDGE RECONSTRUCTION, [redacted] 25X1

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

25X1

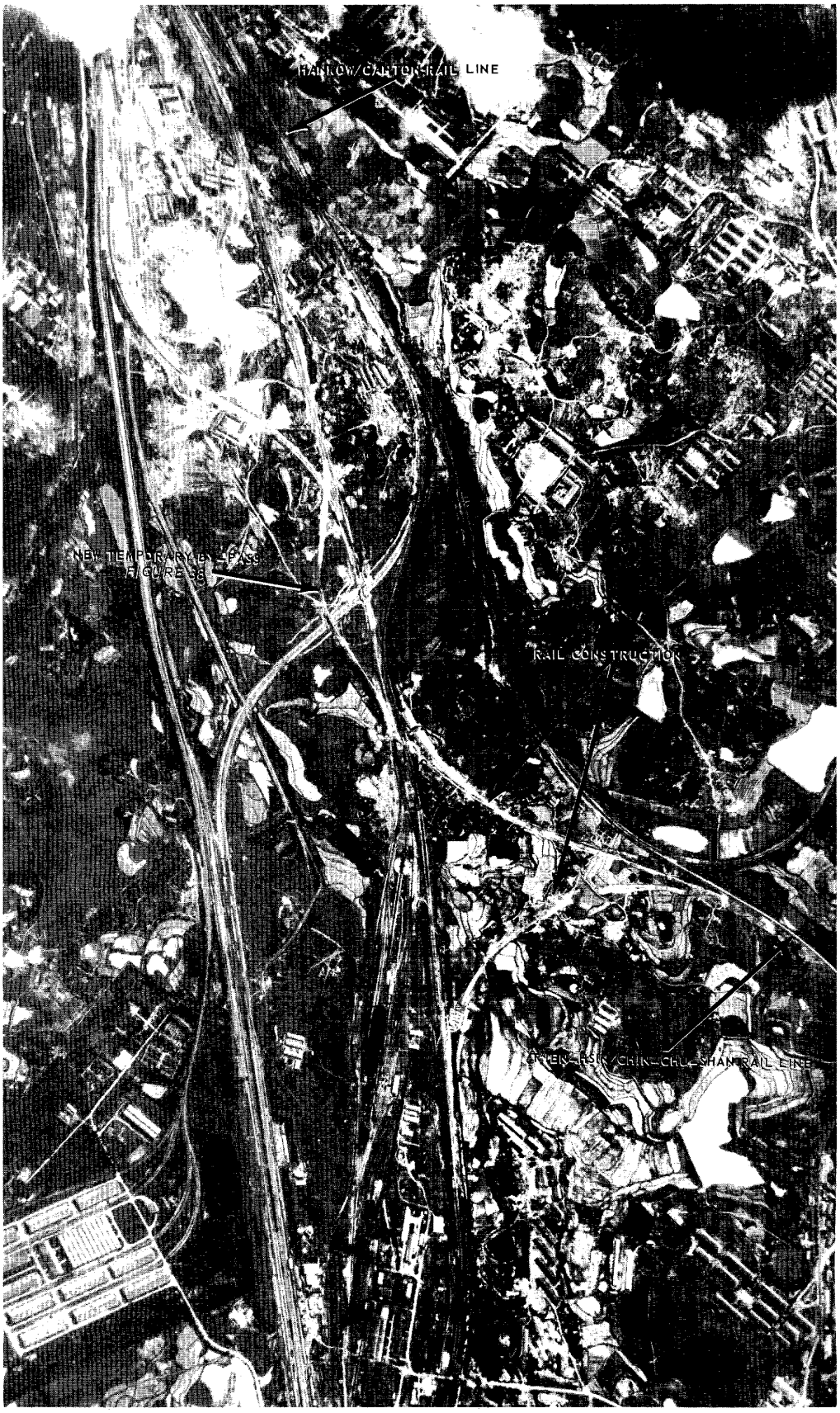


FIGURE 39. CHU CHOU TRACK ALIGNMENT, 25X1

ITEM OF INTEREST NO.: 11

SUBJECT : New Industrial Rail Spur

LOCATION : Near Ku-chiang-shih, Hunan Province, 28-15N 113-51E

PHOTO REFERENCE [redacted] 25X1

MAP REFERENCE : ACIC - Series ONC, Sheet H-12, Scale 1:1,000,000, 4th Edition, September 1966. (Unclassified)

An existing rail spur branching off the Shang-hai/Chu-chou Rail Line has been extended to a probable limestone quarry and an associated possible ore handling facility at 28-15N 113-51E, 6.5 nm east of Ku-chiang-shih (28-16N 113-44E) (Figure 40 and 41).

25X1 [redacted] the rail spur extended 15 nm north of its junction with the Shang-hai/Chu-chou Rail Line at 27-40N 113-29E. No quarry or associated facility
25X1 was present at that date. [redacted] the spur had been extended northward an additional 32.5 nm, 4.5 nm from the quarry and possible ore handling facility
25X1 that were then present. [redacted] the spur had been extended to the quarry and associated facility (Figure 42)

FIGURE 40

FIGURE 41

25X1 [redacted] [redacted]

IMAGERY ANALYSIS SERVICE

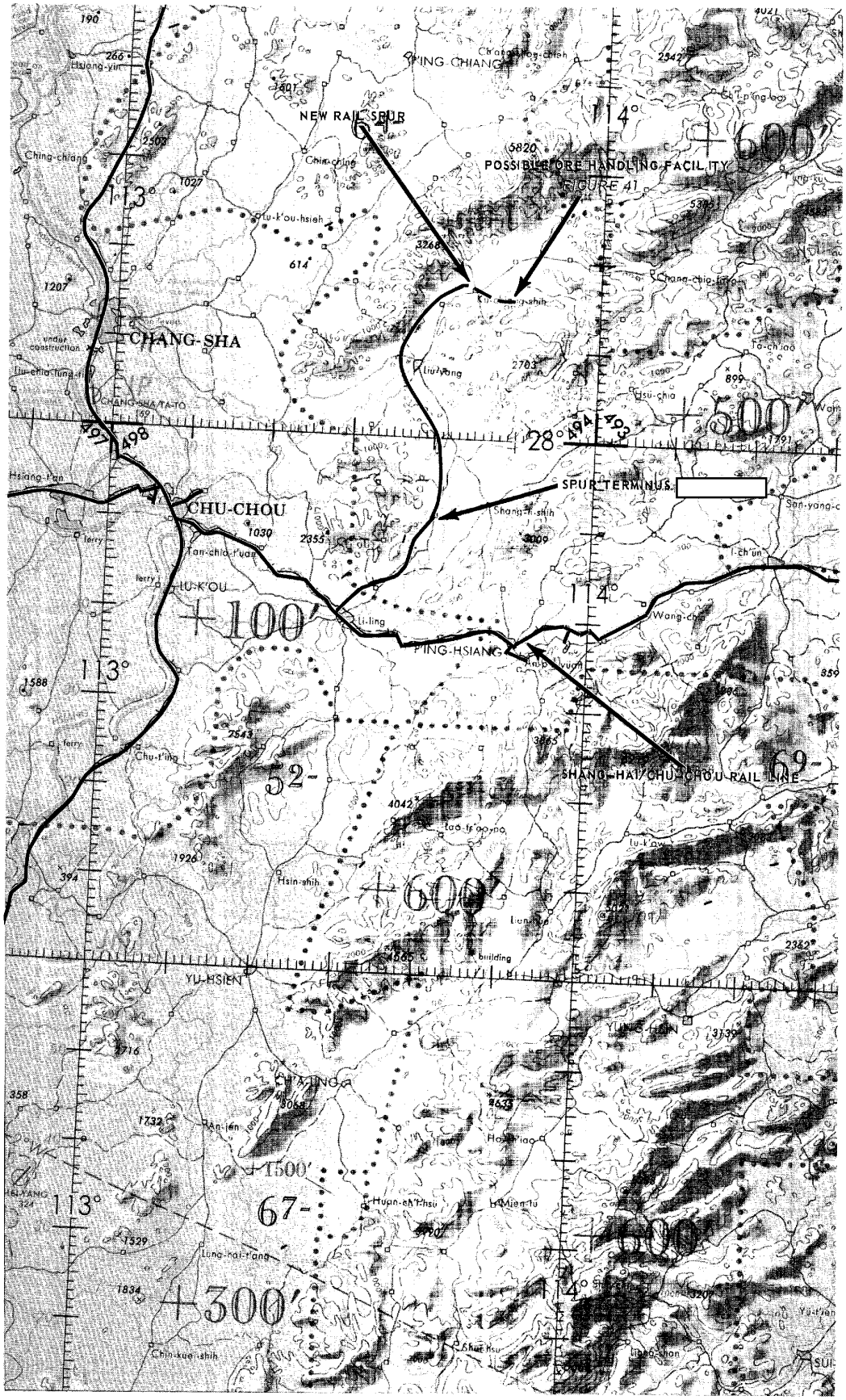


FIGURE 42. NEW RAIL SPUR ALIGNMENT, 25X1

25X1 [redacted] Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6 TOP SECRET [redacted] 25X1

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 12

SUBJECT : Rail and Unidentified Construction

LOCATION : Near Fen-i, Kiangsi Province, 27-46-30N 114-37-10E

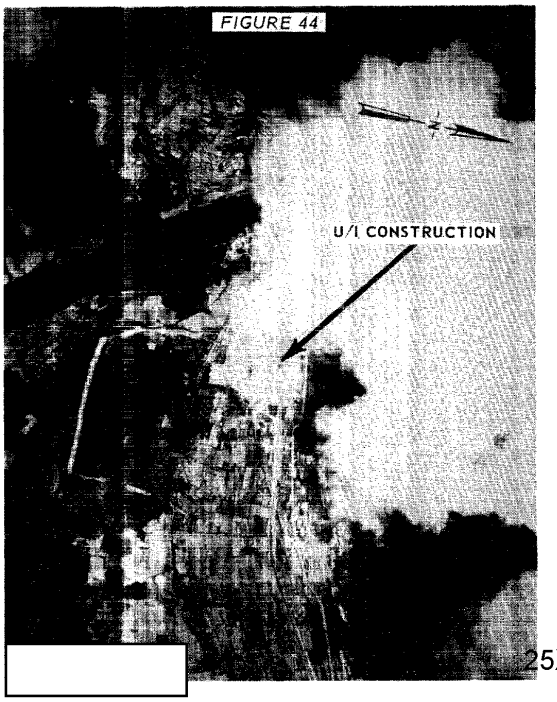
PHOTO REFERENCE [redacted] 25X1

MAP REFERENCE : ACIC - US Air Target Chart, Series 200, Sheet 0498-2A, Scale 1:200,000, 1st Edition, November 1959, (Secret [redacted] 25X1

An existing rail spur off the Te-chou/Yu-tzu Rail line has recently been extended 1.5 nm to an area of unidentified construction. This construction is located 18 nm west of Hsin-yu (27-47N 114-56E), where an iron and steel plant and petroleum products storage are located (Figure 45). 25X1

The rail spur leaves the Te-chou/Yu-tzu Rail line at 27-47N 114-40E and extends 2 nm to an area of extraction activity at 27-47N 114-44E. Since [redacted] 25X1 the track has been extended to the area of unidentified construction adjacent to the Yuan Shui (River) at 27-46N 114-37E (Figure 44), and the extraction activity has been expanded (Figure 43). The unidentified construction consists of at least 22 buildings of various sizes in different stages of construction located within an area of extensive ground scarring. A new road extends from the area to a probable road-to-water transshipment point that is also under construction adjacent to the Yuan Shui.

25X1 [redacted]



[redacted] 25X1

25X1 [redacted] Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6 TOP SECRET [redacted] 25X1

25X1

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

25X1

FIGURE 45. NEW RAIL SPUR ALIGNMENT

25X1

25X1

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6

25X1

25X1

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 13

SUBJECT : Reactivated Rail Spurs to Mining Complex

25X1

LOCATION : South of Lei-yang, Hunan Province, 26-20N 112-50E

PHOTO REFERENCE

MAP REFERENCE : AMS - Sheet NG49-8, Series L500, Scale 1:250,000
1st Edition, February 196 , (Unclassified)

25X1

A mining complex located 4.5 nm south of Lei-yang (26-24N 112-50E) has become reactivated since , and a previously inactive associated rail spur and short rail line have been extended and put into use once more (Figure 47).

The reactivated rail spur originally ran 17 nm from the Hankow/Canton Rail Line at 26-22N 112-49E southeastward to the northern edge of the mining area. It has now been extended an additional 1.5 nm to 26-14N 112-55E (Figure 46).

The reactivated short rail line originally ran 2.5 nm from the bank of the Lei-shui (River) at 26-14N 112-56E south-southwestward into the mining area. A new spur now branches from this rail line and extends 1.8 nm to the southwest to 26-13N 112-56E.

There are no important industries in the vicinity of this complex; however, the Che-tien Barracks and Supply Depot South is located at the junction of the Hankow/Canton Rail Line and the reactivated and extended rail spur at 26-22N 112-48E.

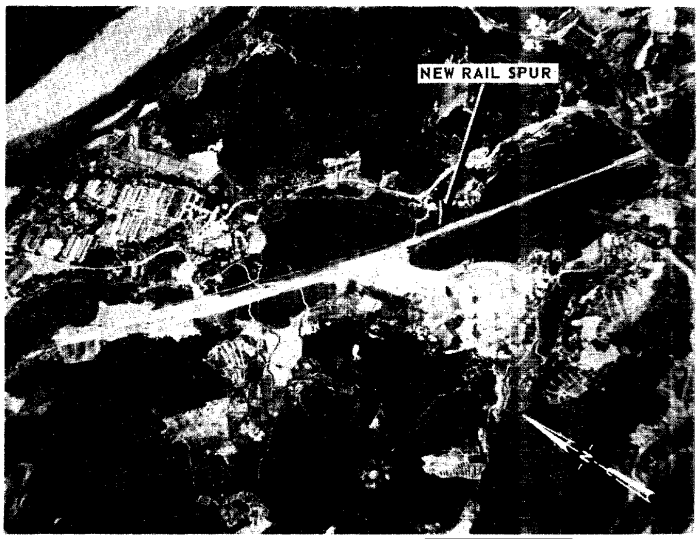


FIGURE 46. MINING ACTIVITY,

25X1

25X1

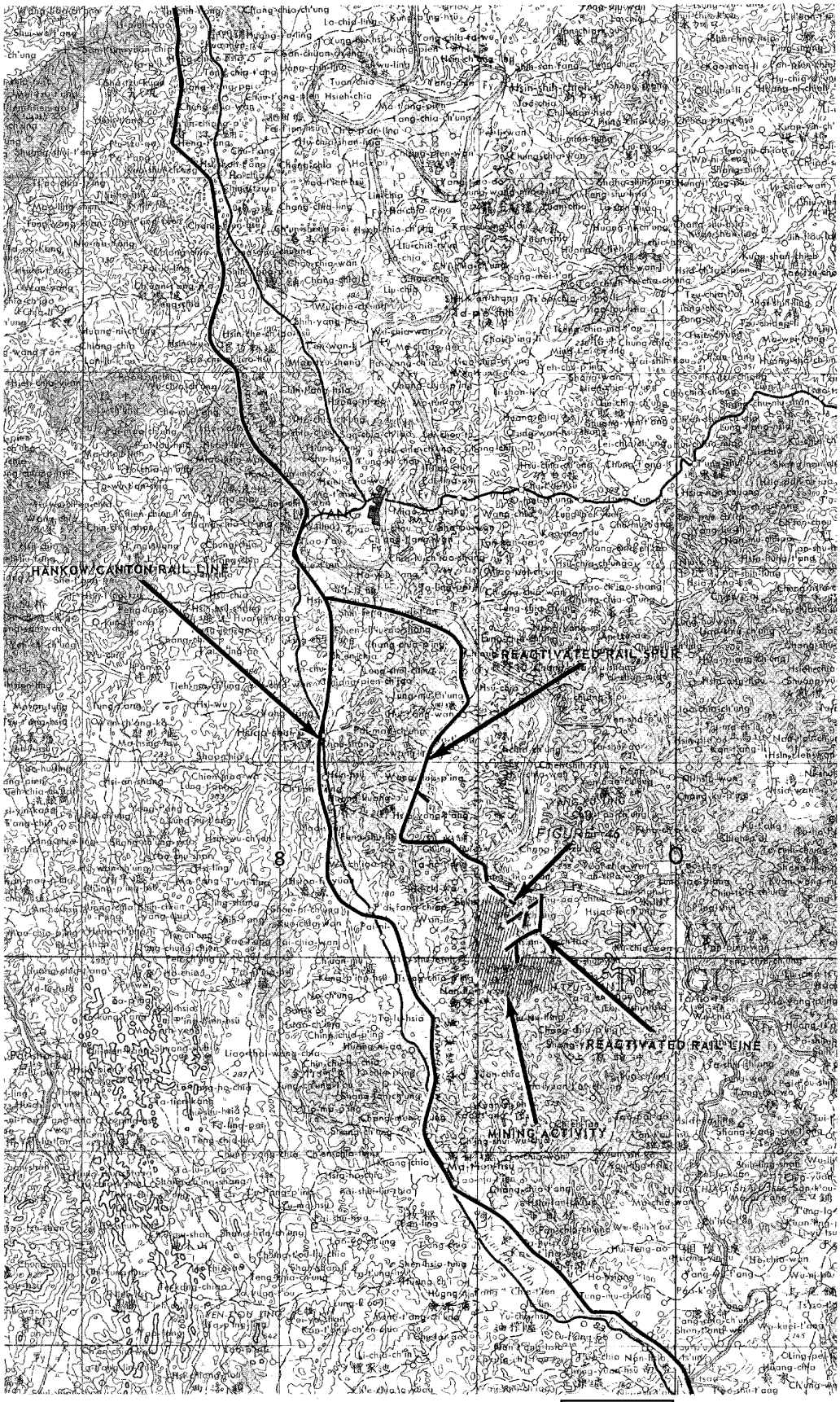


FIGURE 47. REACTIVATED RAIL SPUR ALIGNMENT, [redacted] 25X1

ITEM OF INTEREST NO.: 14

SUBJECT : New Rail Facility

LOCATION : Heng-yang, Hunan Province, 26-54N 112-37E

PHOTO REFERENCE [redacted] 25X1

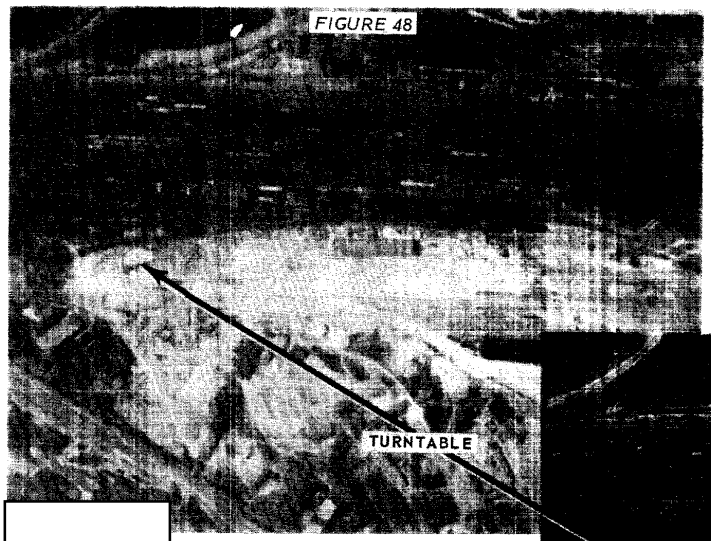
MAP REFERENCE : AMS - Sheet NG49-8, Series L500, Scale 1:250,000
1st Edition, February 1963 (Unclassified)

A new locomotive repair facility has been constructed on the northern edge of Heng-yang, Hunan Province at 26-54N 112-37E. The facility is situated adjacent to the Heng-yang Railroad Yards and Shops East (26-53N 112-37E) which is located on the Hankow/Canton Rail Line (Figure 50).

This facility was first noted on photography [redacted] At that time the installation was in the early stages of construction and a serviceable turntable was evident (Figure 48). 25X1

A multistory, monitor-roofed locomotive repair building with support buildings and associated track appear completed and active on photography [redacted] (Figure 49). This facility will supplement the other locomotive and rolling stock repair facility and the two major rail car repair facilities within the Heng-yang area. Heng-yang serves as the junction for the Hankow/Canton Rail Line and the Heng-yang/P'ing-hsiang Rail Line which serve as direct links from Peiping to Canton and North Vietnam respectively. 25X1

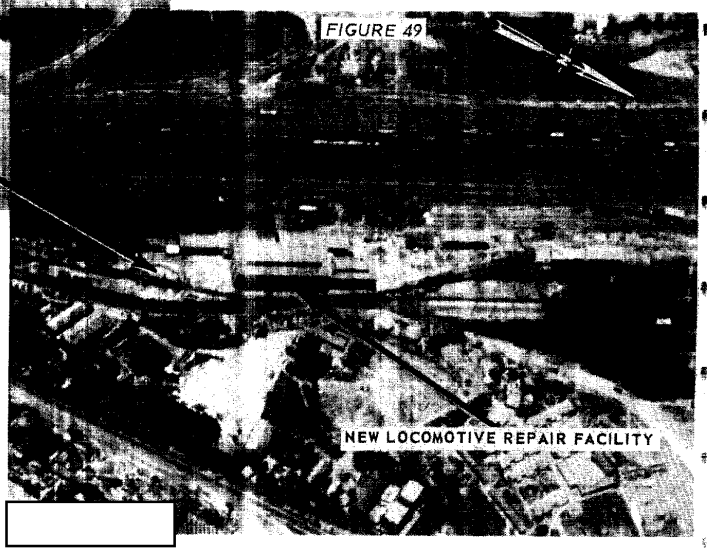
FIGURE 48



[redacted]

25X1

FIGURE 49



[redacted]

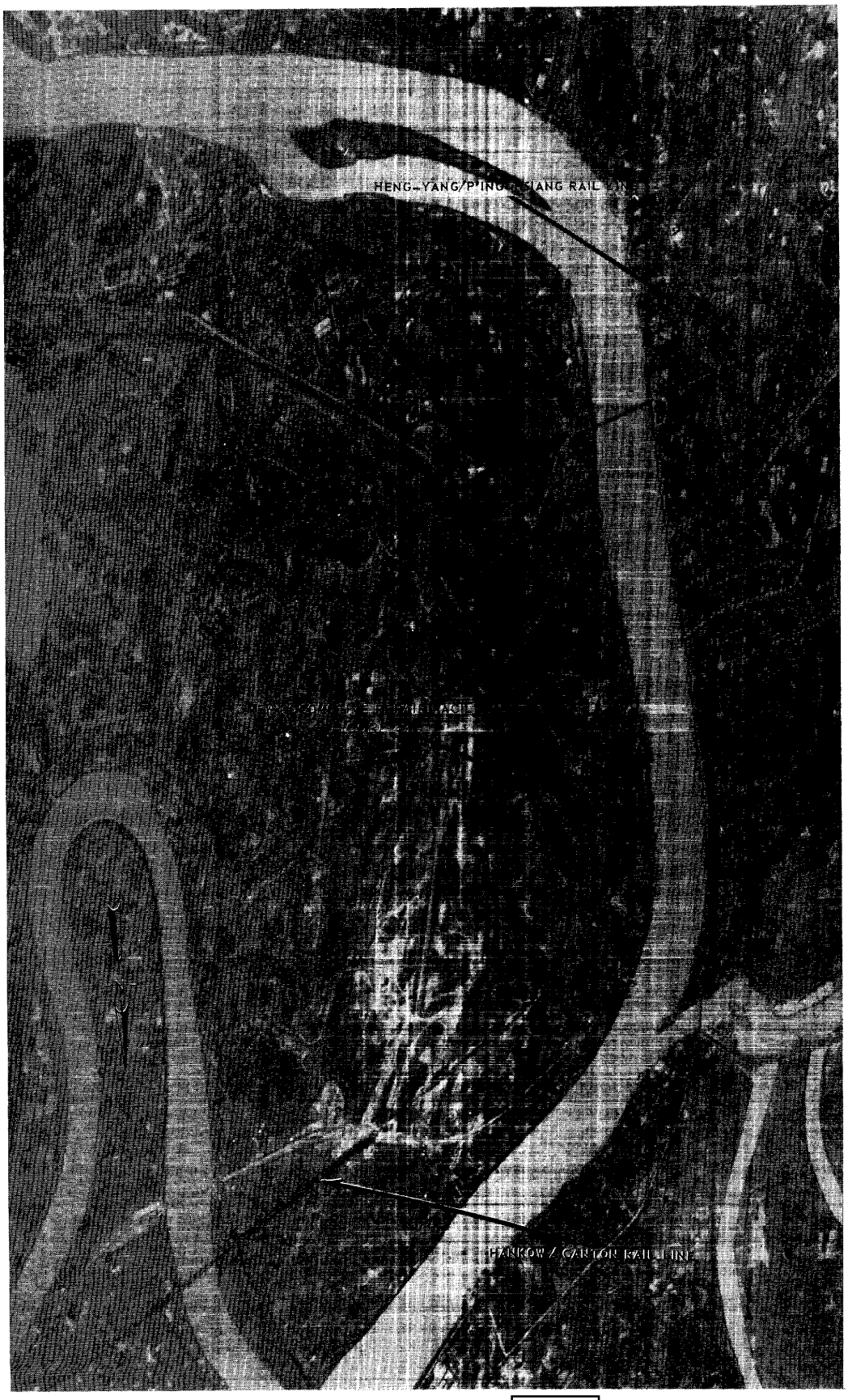


FIGURE 50. NEW RAIL FACILITY, 25X1

25X1 Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6 25X1

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 15

SUBJECT : New Rail Facilities and Spurs, Kuei-yang

LOCATION : Kuei-yang, Kweichow Province, 26-34-23N 106-42-37E

PHOTO REFERENCE [redacted] 25X1

MAP REFERENCE : ACIC - USAF Pilotage Chart, Sheet 496B, Scale 1:500,000, 1st Edition, April 195[illegible]. (Confidential)

25X1 The completion of the Chungking/Kuei-yang Rail Line [redacted] and the 25X1
Kun-ming/Kuei-yang Rail Line [redacted] partially implemented the Chinese plan to link southwest China by rail and open it to economic development. Kuei-yang, the geographic center and administrative capital of Kweichow Province, has become an important rail transportation center serving these rail lines.

Rail construction in Kuei-yang [redacted] consists of new spur 25X1
construction and expansion of existing rail facilities. The areas of recent construction have been numerically annotated in the following text and in Figure 51 to facilitate their description.

1. A 4.2 nm rail segment with a north/south alignment on the west edge of Kuei-yang provides a direct connection between the Chungking/Kuei-yang and Kun-ming/Kuei-yang Rail Lines (Figures 52 and 53).

2. A 0.8 nm spur is under construction from 26-32N 106-40E at the above referenced rail segment to the terminus of an industrial spur at 26-32N 106-41E.

3. The Kuei-yang Railroad Yard (26-30N 106-43E) has undergone a functional change with the construction of new trackage. The facility previously consisted of a 3,400 foot eight-track classification yard and two repair yards totaling six tracks. The facility has been extended to 5,000 feet and now consists of a 14-track hump-type classification yard and an eight-track holding yard (Figures 54,55 and 56,57).

4. A new repair facility has been constructed immediately south of the new yard at 26-30N 106-43E. The facility consists of two repair buildings that will probably be served by a transfer table, and 17 support buildings (Figures 56 and 57).

5. A new storage spur has been constructed leading south from the Kuei-yang/Liu-chou Rail Line to 26-28N 106-45E, 1.2 nm southeast of a petroleum products storage area (Figures 58 and 59).

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6 25X1

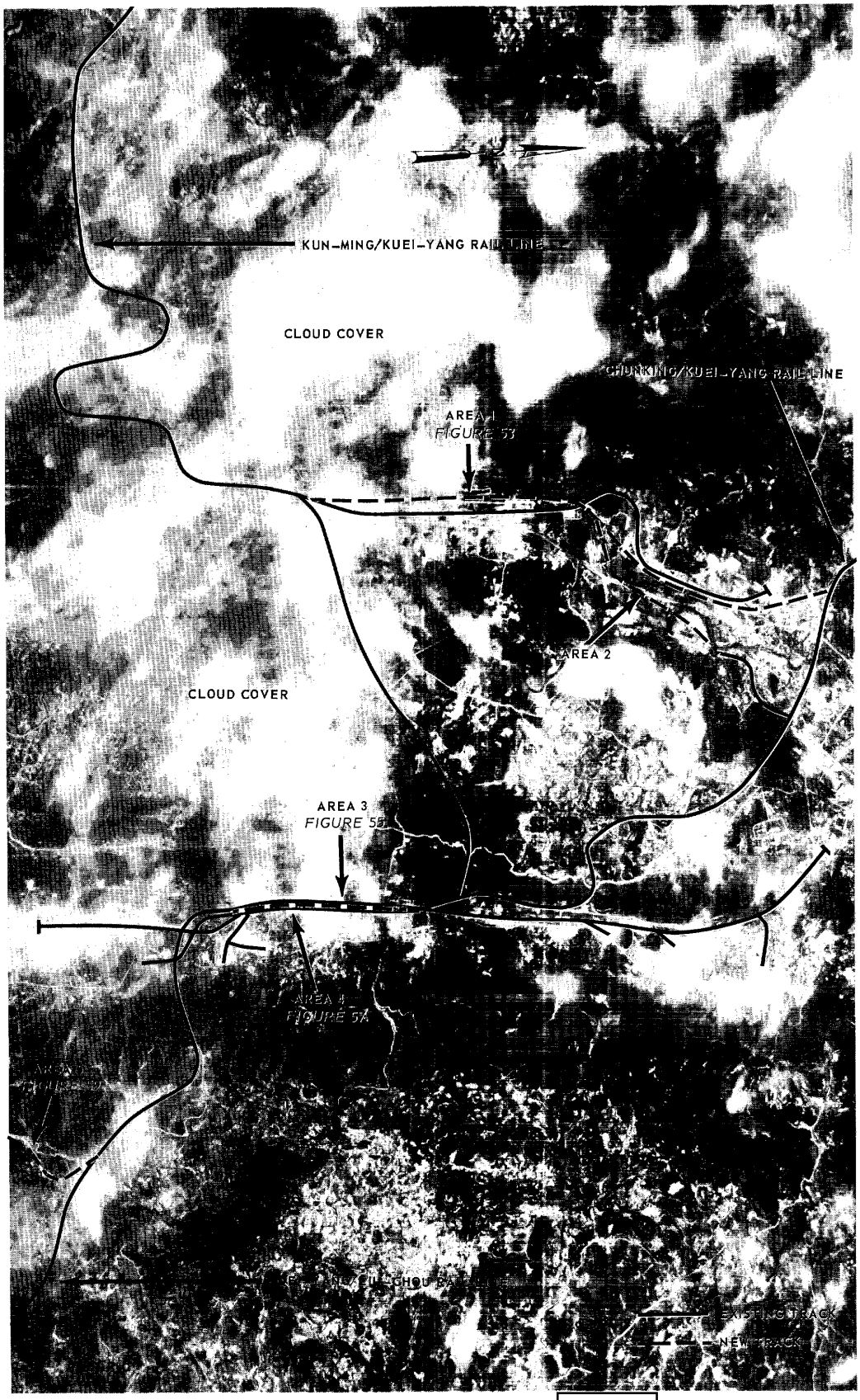
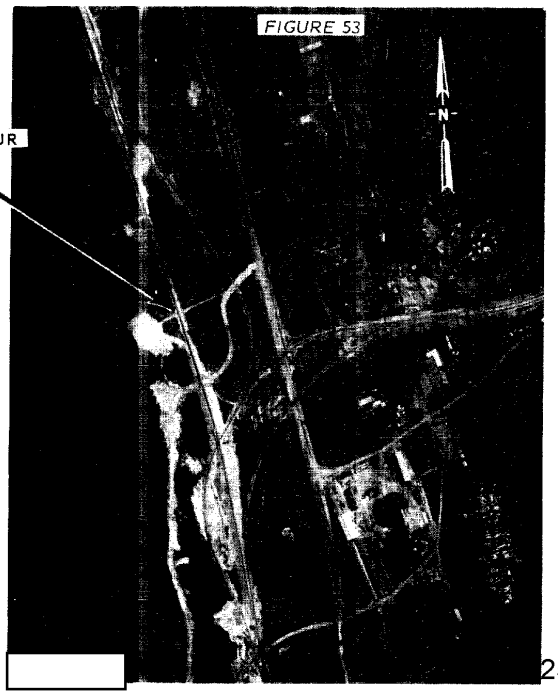


FIGURE 51. RAIL FACILITIES AND SPURS, 25X1

FIGURE 52

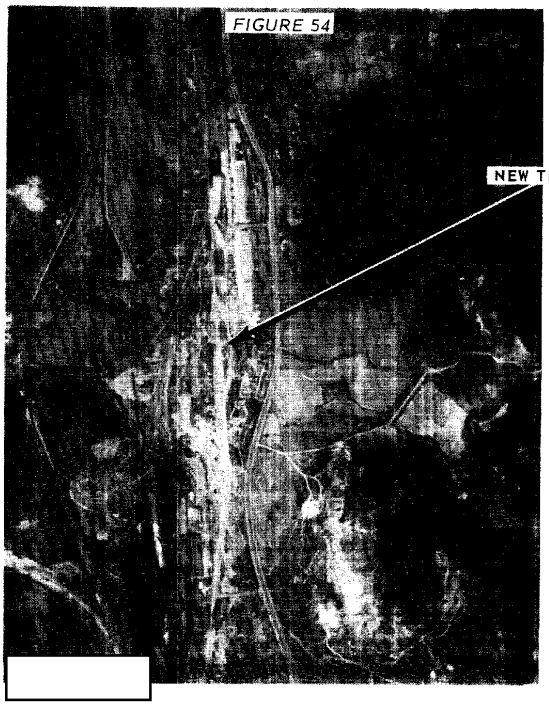
25X1

FIGURE 53



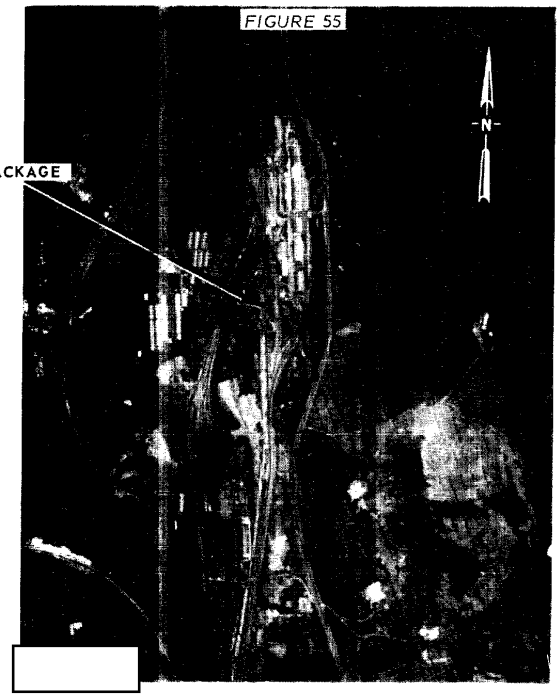
25X1

FIGURE 54



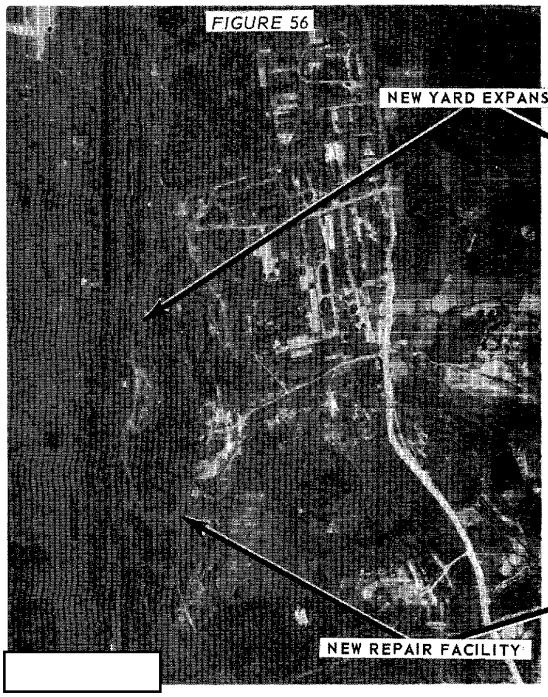
25X1

FIGURE 55



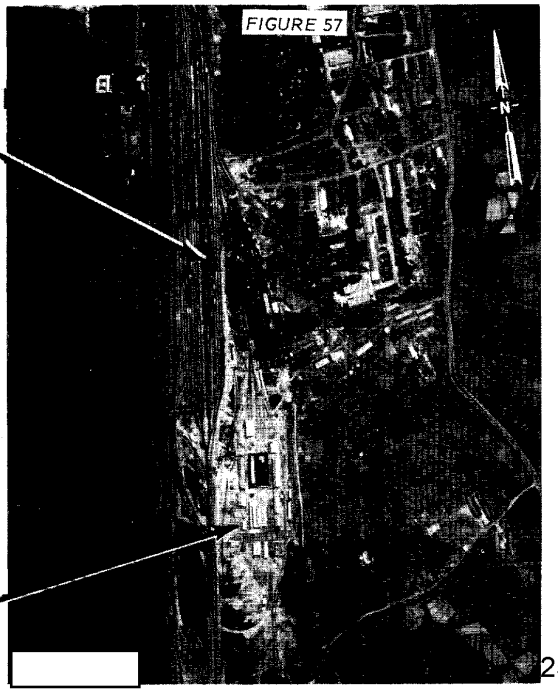
25X1

FIGURE 56



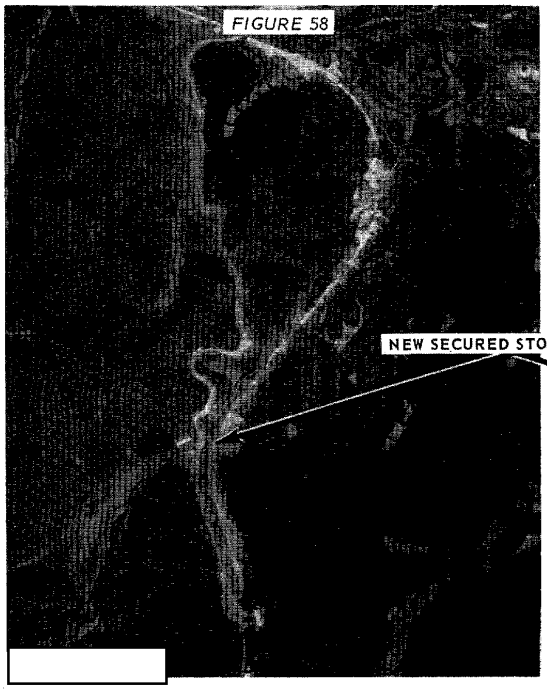
25X1

FIGURE 57



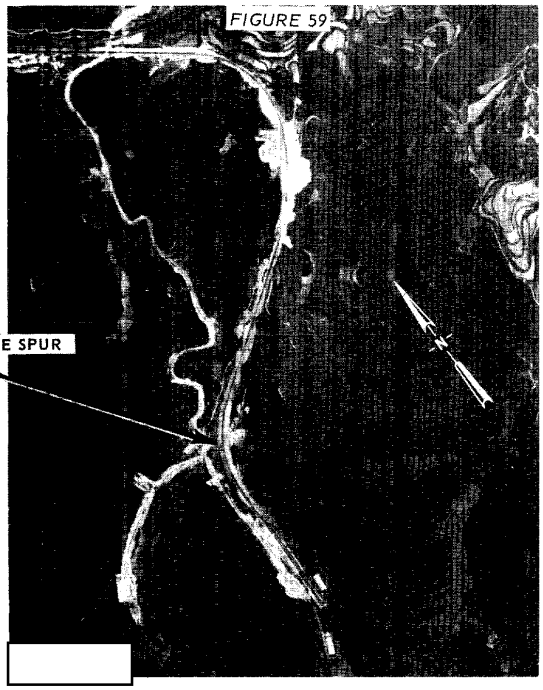
25X1

FIGURE 58



25X1

FIGURE 59



25X1

ITEM OF INTEREST NO.: 16

SUBJECT : New Rail Bridge Under Construction

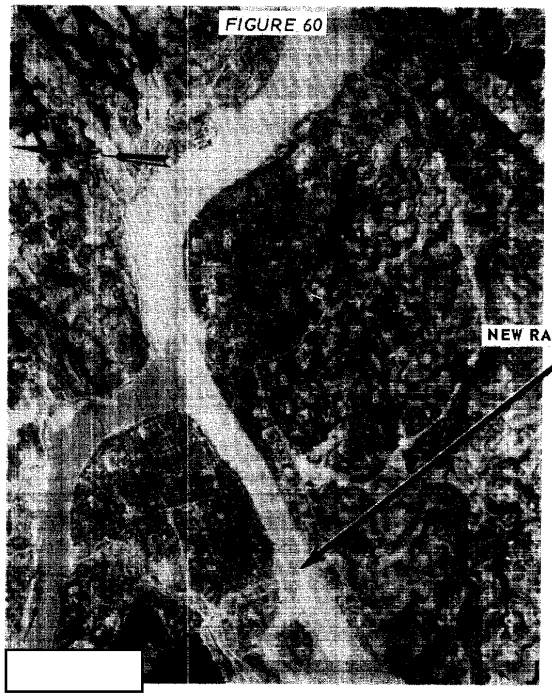
LOCATION : I-pin, Szechwan Province, 28-46-12N 104-36-34E

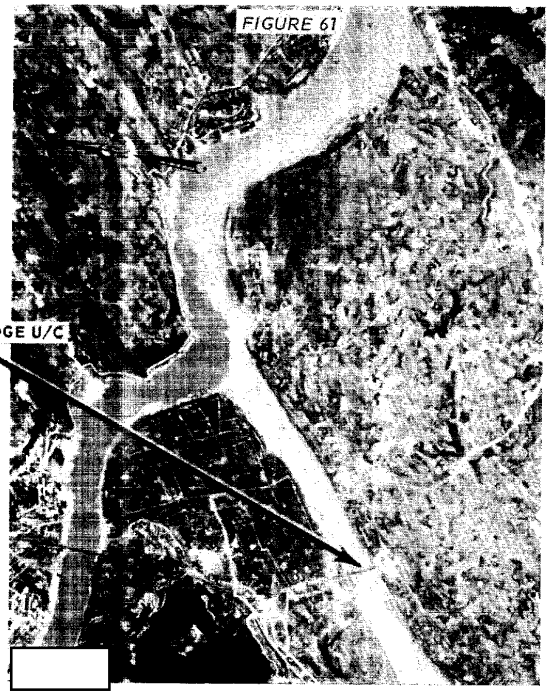
PHOTO REFERENCE [redacted] 25X1

MAP REFERENCE : AMS - Sheet NH 48-14, Series 1500, Scale 1:250,000, 1st Edition, December 1963, (Unclassified)

Comparative photography [redacted] has disclosed new rail construction extending generally southeast from I-pin, 28-46N 104-36E (Figure 62). The construction consists of a rail bridge in the advanced stage of construction over the Chin-sha Chiang (River) at I-pin (Figures 60 and 61) and initial roadbed construction leading 22.5 nm south-southeast to the vicinity of Su-kan-tang at 28-27N 104-42E. 25X1

The final terminus of the roadbed alignment could not be determined due to its early stage of construction, and it could not be determined whether this activity represents new construction on the northern segment of the proposed Nei-chiang/Kun-ming Rail Line or merely a short rail line designed to tap the resources of the relatively undeveloped area immediately south of I-pin.





25X1 [redacted] [redacted] 25X1

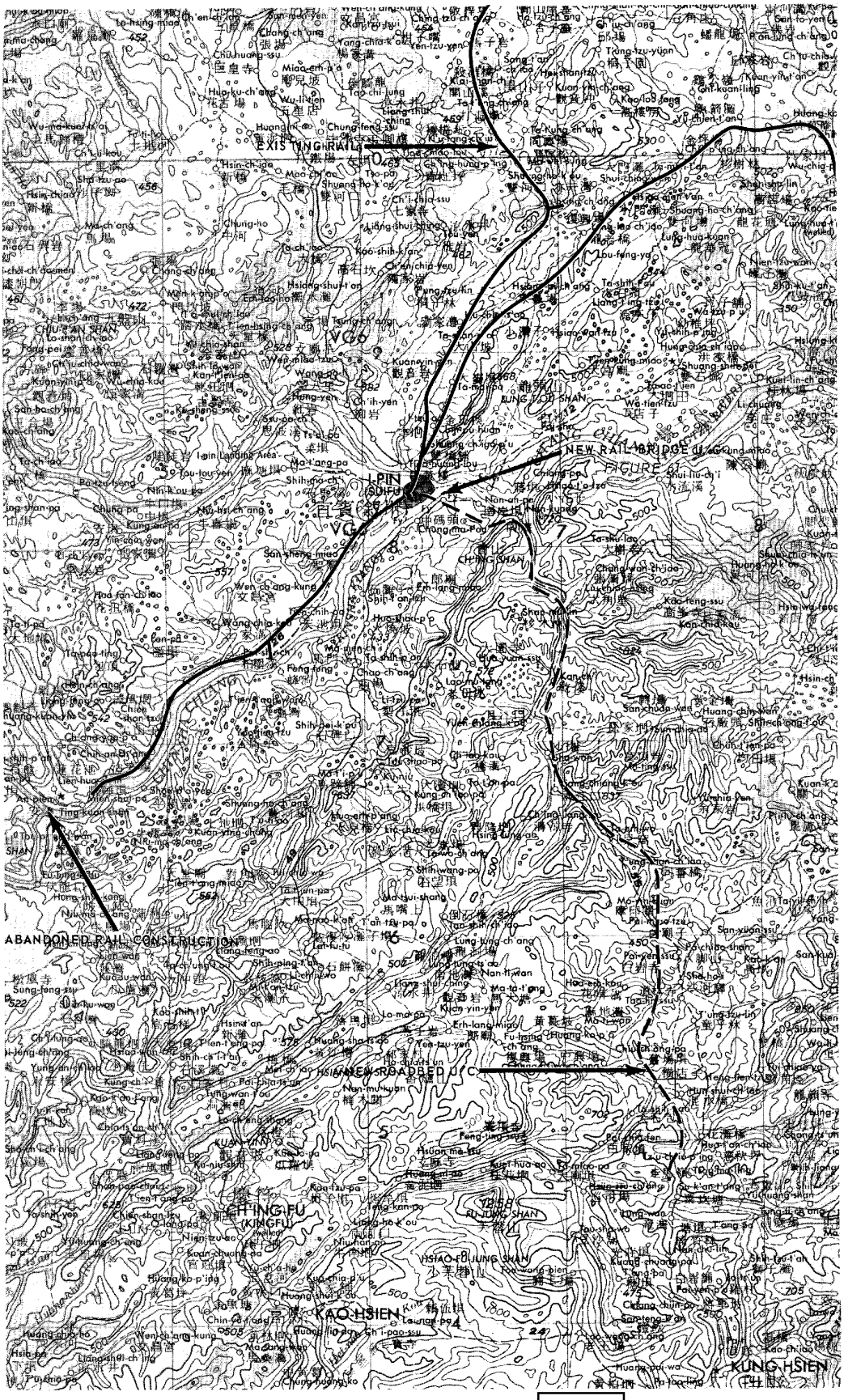


FIGURE 62. NEW ROADBED ALIGNMENT, 25X1

25X1

25X1

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 17

SUBJECT : New Rail and Industrial Construction

LOCATION : Near Kuo-kuo, Szechwan Province, 26-36-20N 101-47-10E

PHOTO REFERENCE [redacted] 25X1

MAP REFERENCE : AMS - Series 1500, Sheet NG 47-3, Scale 1:250,000, 1st Edition, 1954, (Unclassified)

Comparative photography [redacted] discloses continuing construction of a new unidentified industrial complex in southwest China, located approximately 275 nm southwest of Cheng-tu (30-39N 104-04E) and 100 nm north-northwest of Kun-ming (25-02N 102-42E). This activity, including road, rail, bridge, and industrial construction, represents a significant economic development in this remote area. 25X1

The complex, situated along an approximate 12 nm segment of the north bank of the Yangtze River (Chin-sha Chiang) five nm north of Jen-ho-chien (26-30N 101-44E) (Figure 63), consists of three areas of intensive construction centered at 26-36N 101-45E (Figures 64 and 65), 26-34N 101-41E (Figures 66 and 67), and 26-35N 101-35E (Figures 68 and 69).

This new industrial complex will probably be served by a rail spur leading from the nearby Cheng-tu/Kun-ming Rail Line which is currently under construction. A probable rail bridge to be used by this rail spur over the Ya-lung Chiang (River) is currently under construction at 26-36N 101-48E (Figures 70 and 71).

25X1

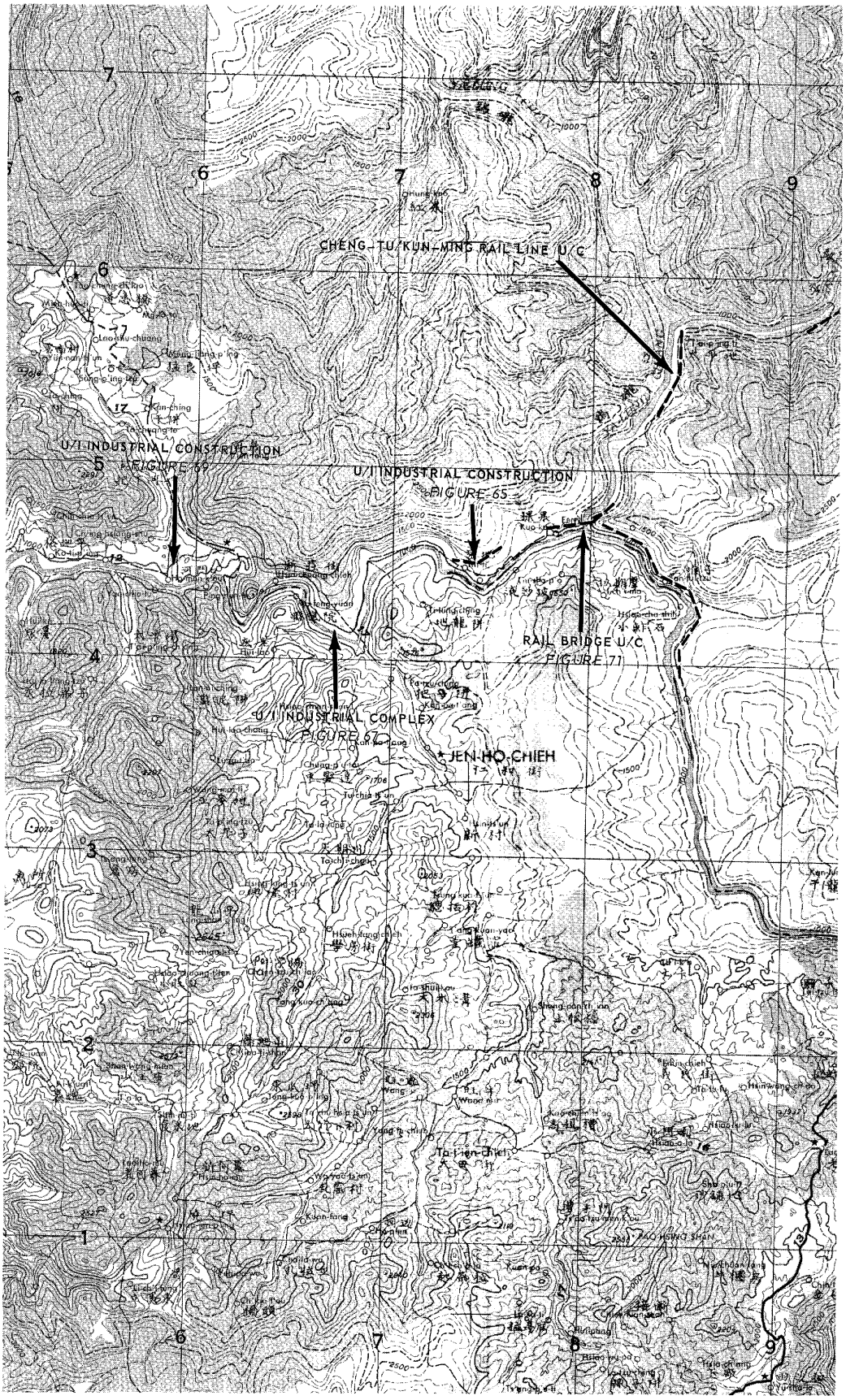
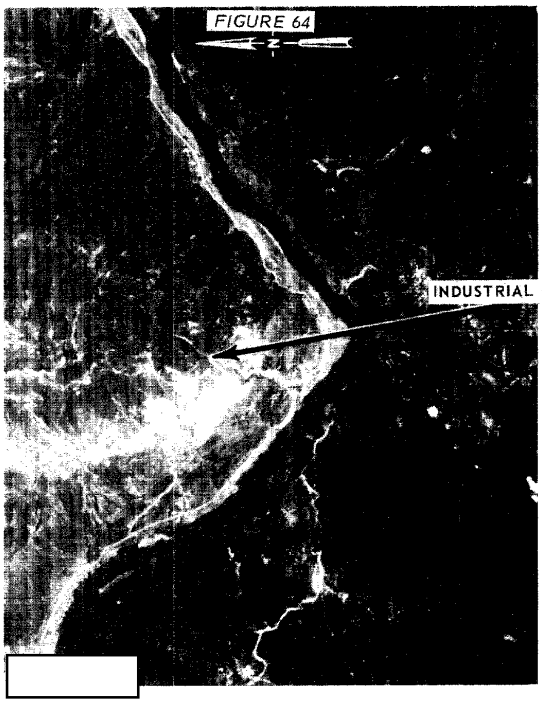


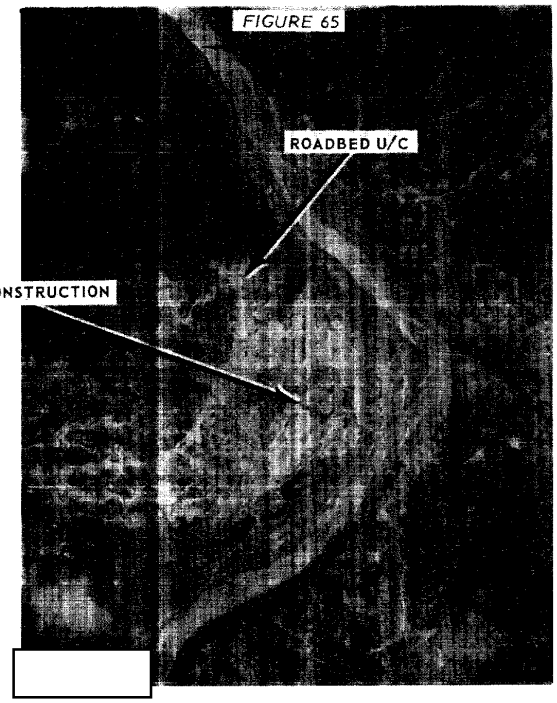
FIGURE 63. RAIL LINE UNDER CONSTRUCTION, [redacted] 25X1

FIGURE 64



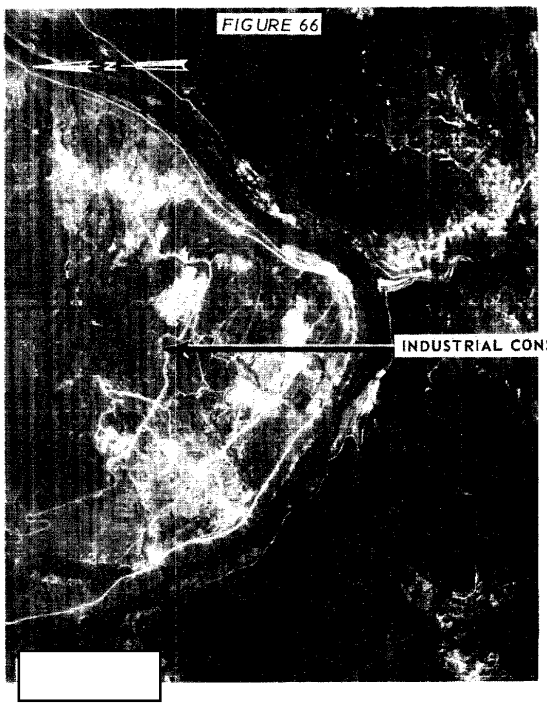
25X1 [redacted]

FIGURE 65



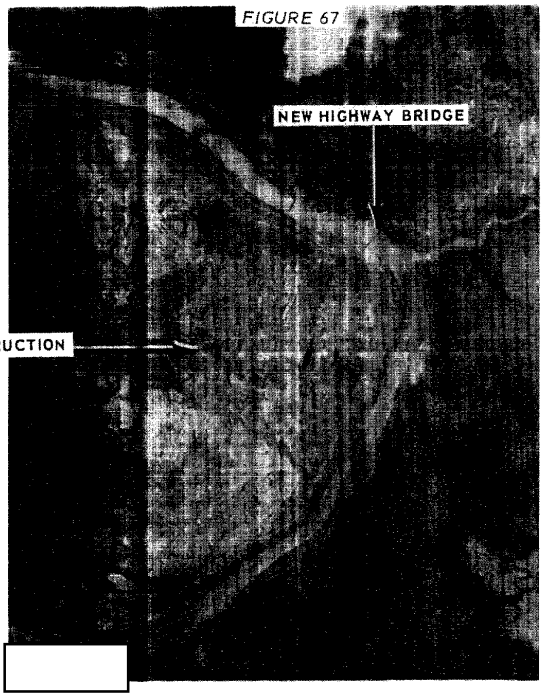
[redacted] 25X1

FIGURE 66



25X1 [redacted]

FIGURE 67



[redacted] 25X1

25X1 [redacted]

FIGURE 68

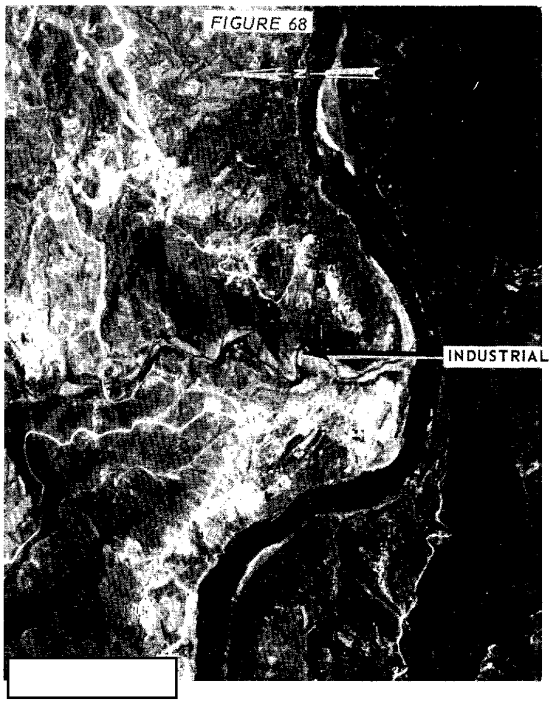


FIGURE 69

25X1 25X1

FIGURE 70

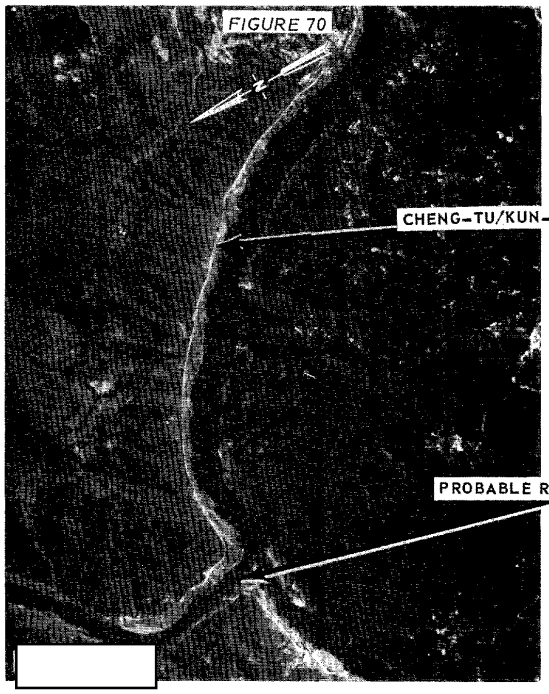
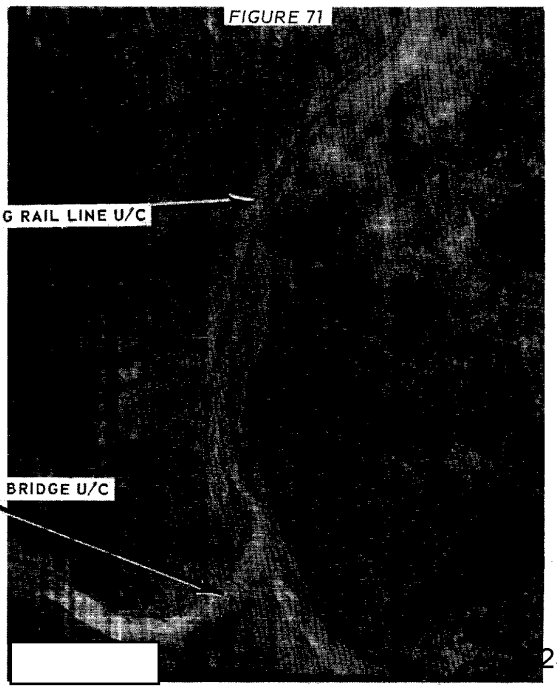


FIGURE 71



25X1 25X1

25X1 Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6 25X1

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 18

SUBJECT : New Rail Spur

LOCATION : Kun-ming, Yunnan Province, 25-[illegible]2-33N 102-42-24E

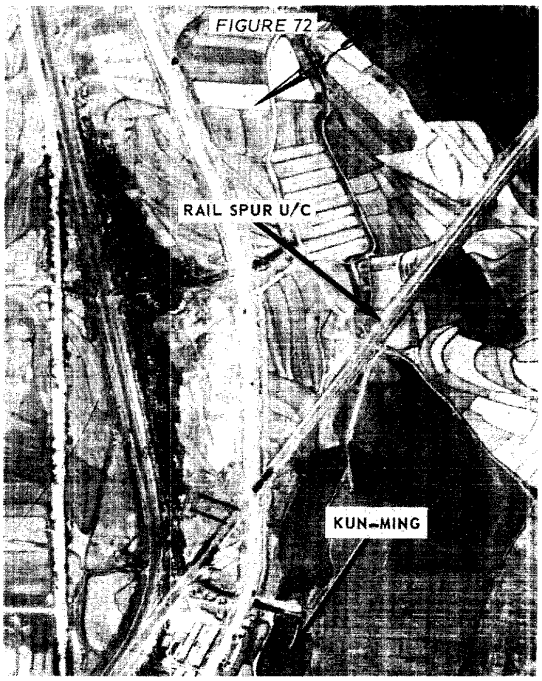
PHOTO REFERENCE [redacted] 25X1

MAP REFERENCE : ACIC - Series ONC, Sheet H-11, Scale 1:1,000,000
2nd Edition, August 196 , (Confidential)

A standard gauge rail spur connecting the Kun-ming Rail Complex to a future rail facility along the meter gauge Kun-ming/Lao-Cai (North Vietnam) Rail Line is under construction (Figure 74). The rail facility, which is currently under construction, may be ultimately used to supplement the existing transfer site located in the Kun-ming Rail Complex.

The spur runs 4.5 nm south-southeast from the Kun-ming/Kuei-yang Rail Line at 24-58N 102-47E (Figure 72) to the Kun-ming/Lao-Cai Rail Line at 24-55N 109-49E. The construction, which includes the roadbed, a tunnel, and two bridges, has progressed at a moderate pace [redacted] 25X1

The spur terminates at a rail facility under construction on the Kun-ming/Lao-Cai Rail Line at 24-55N 102-49E (Figure 73). Analysis of the preliminary construction activity indicates the possible construction of a small transloading yard, a holding yard, and two transloading platforms/sheds. This facility is located 2.1 nm east-southeast of the rail served Chen Kung Supply Depot North (24-56N 102-47E).



25X1

Approved For Release 2003/01/29 : CIA-RDP79T00919A000300210001-6